

Latitude 38

VOLUME 26 APRIL 1996

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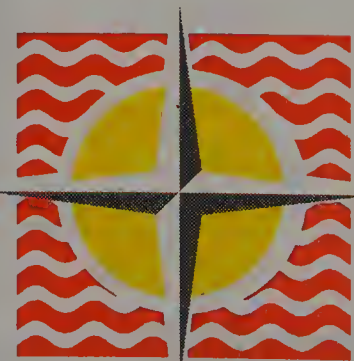
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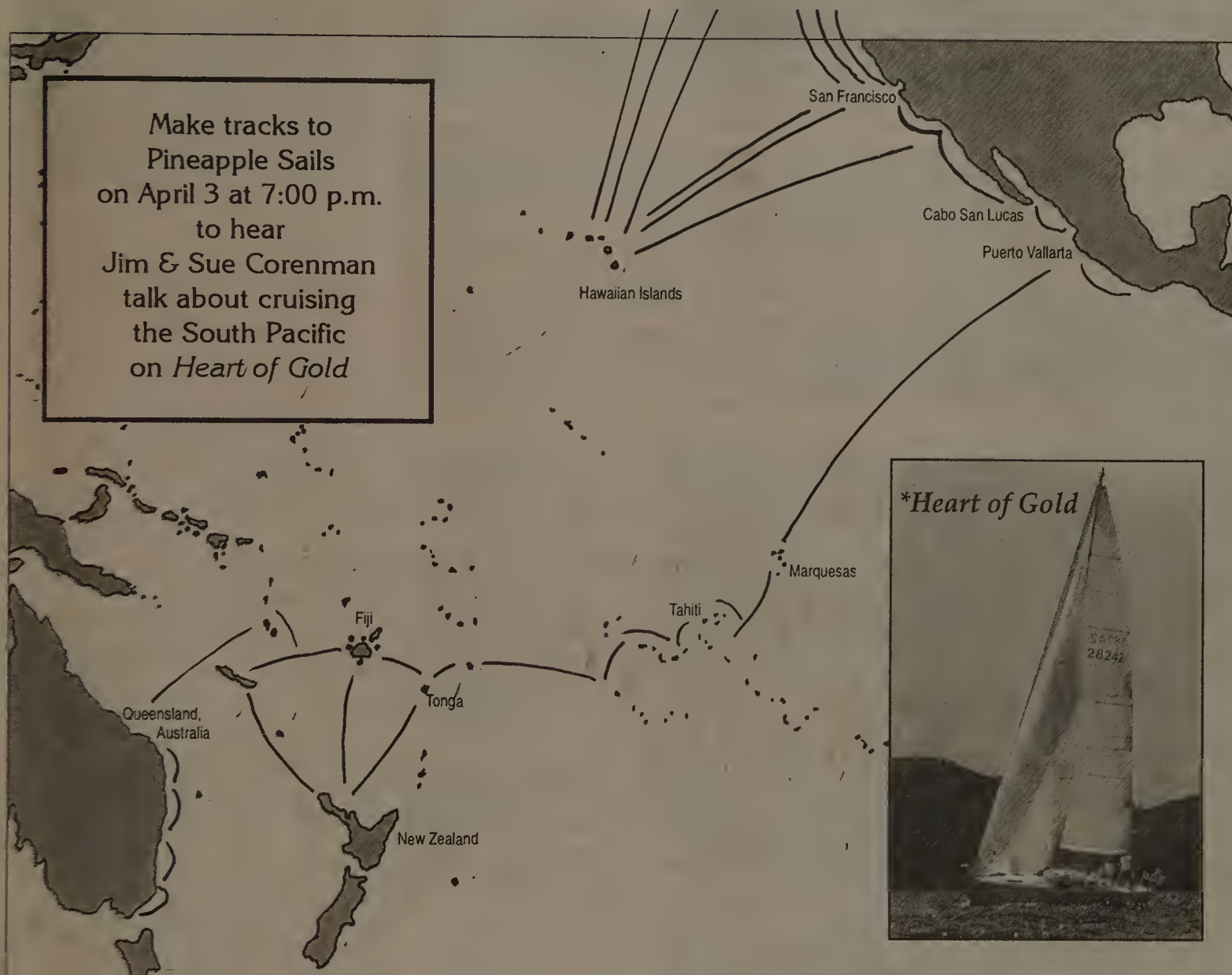
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Featured New Boat for April



ISLAND PACKET 45

The 1996 Boat of the Year and Best Value

Six independent judges spent several weeks sailing, studying and evaluating over 30 new 1996 cruising models for the annual boat of the year award. The Island Packet 45, an American-built bluewater cruising yacht, was the first yacht to ever win both the 'BEST VALUE' and 'BEST OVERALL' awards.

Cruising World magazine's editor said, "...an outstanding blend of long-term quality, strong construction, and resale value... Our judges considered the IP 45 remarkable not only for its cruising comforts, but also for the attention it pays to the practical issues of serviceability, solid handling and affordability."

BEST BROKERAGE BUYS

BENETEAU BROKERAGE

30' BENETEAU FIRST 305, 1985	\$35,900
31' BENETEAU FIRST 310, 1992	70,000
32' BENETEAU FIRST 32, 1984	49,500
35' BENETEAU FIRST 345, 1985	53,900
35' BENETEAU OCEANIS 350, 1991 ..	65,000
35' BENETEAU FIRST 35.5, 1993 from	82,000
37' BENETEAU FIRST 375, 1985	64,900
38' BENETEAU FIRST 38.5, 1994	127,000
38' BENETEAU FIRST 38, 1985	79,000
39' BENETEAU OCEANIS 390, 1992 ..	110,000
40' BENETEAU FIRST 405, 1986	109,000
42' BENETEAU FIRST 42, 1985	89,000
50' MOORINGS 50, 1990	179,000

27' SEA RAY, trade in 21,900

SAIL

27' CASCADE, 1981	\$19,500
27' ISLAND PACKET, 1988	55,000
30' FARALLON, great cruiser, 1976 ..	32,500
30' ANGELMAN, 1957, refit	19,500
31' ISLAND PACKET, 1988	69,000
33' APHRODITE 101, Danish, 1979 ..	25,500
35' HUNTER 35.5, 1991	74,900
35' ISLAND PACKET, 1989	129,000
36' SABRE, 1986	98,500
38' SABRE, 1991	189,000
41' MORGAN O/I KETCH, 1978	74,500
42' SABRE, 1989	176,000
42' CATALINA, 1985	124,900
52' ALDEN SCHOONER, 1932, restored	75,000



BENETEAU 305 \$35,900



BENETEAU 42 \$99,000



MORGAN 41 \$74,500



Dealer For:

Beneteau • Isl. Packet • Sabre
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Fax (510) 234-0118

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COVER PHOTO: *Latitude 38/RS*
Onward into the fog.

Graphic Design: Colleen

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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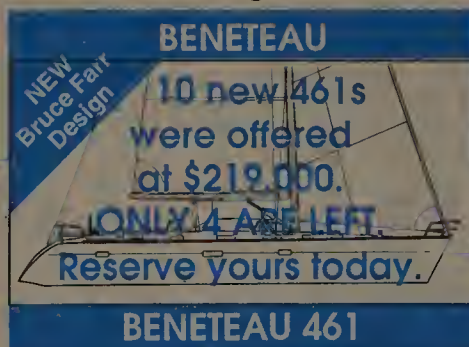
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OCEANIS 321
Great Singlehander



BENETEAU
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Elegant Cruiser



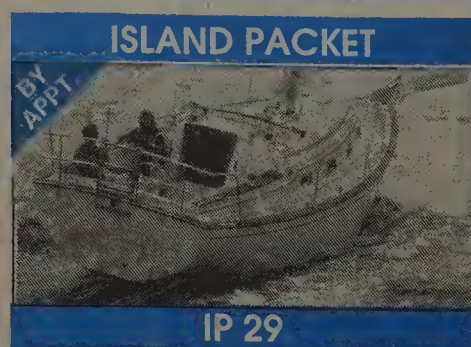
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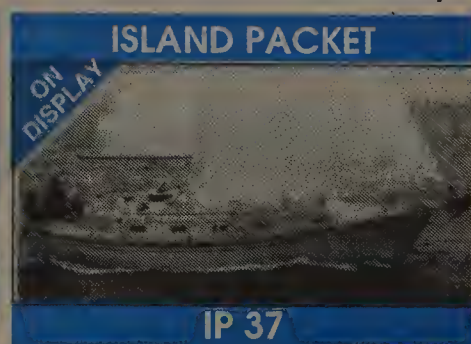
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461
Luxurious Speed



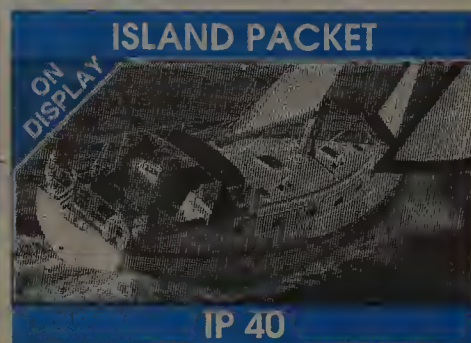
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FIRST 367
Beautiful, Ultra-Fast



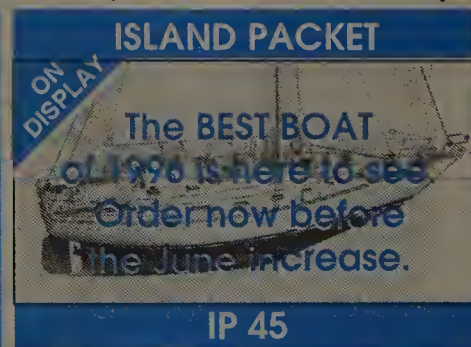
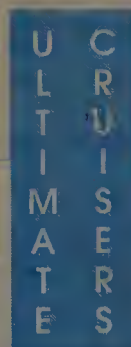
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IP 29
Compare \$111,980 Sailaway



ISLAND PACKET
IP 37
Compare \$182,280 Sailaway



ISLAND PACKET
IP 40
Compare \$219,280 Sailaway



ISLAND PACKET
IP 45
1996 Cruising Boat of the Year



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St. Maarten Office

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37' Amazon	137,000	44' Jeanneau, '91	94,000
37' C&C 37+	95,000	45' Beneteau 45f5	147,000
38' Roberts	120,000	48' Cheoy Lee	28,000
39' Gib Sea	98,000	54' Irwin	325,000
40' Swan	55,000	52' Dynamique	Offers
42' Abeking & Rasmussen	120,000	55' Swan	595,000
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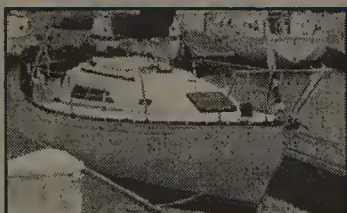
48' PRIVILEGE, 1988

Recently arrived from the Caribbean and ready far charter. We'll be at the boat show so please stop by, take a look and book a day, weekend or week. Cruise to the Delta or take a trip to Monterey. See you there.

37' Prout, '86	\$128,000
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39' Privilege, '91	224,900
39' Fidji, '91	2 from 148,000
39' Polynesia, '91	159,000
40' Narseman, '92	190,000
40' Narseman, '93	259,000
40' Brawn Trimaran	60,000
42' Lagaan, '92	229,000
42' Fountaine Pajat, '93	299,000
44' Fountaine Pajat, '91	199,000
47' Lagaan, '91	309,000
48' Privilege, '89	129,000
53' Custom, '85	169,000
60' Ollier, '84	175,000
75' E.T.E.L. Charter	375,000

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C&C 29, 1985 29,750
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ISLANDER 32, 1978 25,000
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25' C&C, '74	\$9,500	29' C&C	29,500
25' Lancer, '76, trailer	3,950	29' Ericson	2 from 9,995
25' Bahama	8,500	30' Santana	16,900
26' Cheoy Lee, '71, diesel	15,000	30' Hunter, '76, diesel	15,900
26' Cantessa w/trailer	15,900	30' Odyssey, '75, diesel	19,900
27' Ericson	2 from 12,900	30' Pearson	19,900
27' O'Day, '88, diesel	16,900	32' Islander	25,000
28' Ericson, 28+	16,900	34' Columbia MK II	17,900
28' Pearson	19,000	35' Cheoy Lee, waad	25,000
29' Cal	15,900	35' Cheoy Lee Lian	27,500

Most boats located at our dock!

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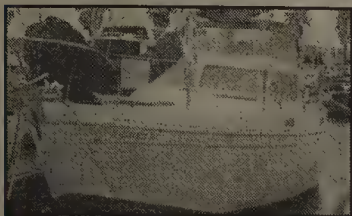
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50' MARINER PH .. \$249,000
Inside steering, loaded!!!



45' JEANNEAU ... \$119,000
3 staterooms, furling, refer.



39' SO. CROSS ... \$105,000
Rare find in top condition.



40' PEARSON

Should you be looking for that roomy, performance-oriented, bluewater cruiser, stop by and see this one. Well equipped and ready to go. Owners have moved up to larger boat and need this one sold. \$69,900.



48' CELESTIAL

This one has all the toys you'd ever need to cruise anywhere. She is in great condition and these 2-boat owners want her to have a new home soon. If you don't like performance or style, don't ask to look. Otherwise call for specs.



38' ERICSON Just Listed
Great boat/Great price.



30' S-2 9.2A \$39,500
Good performance, great quality.

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26' CHEOY LEE	\$15,000	35' CHEOY LEE LION	\$25,000
26' CONTESSA w/trlr	\$15,900	35' CHEOY LEE LION, glass	\$27,950
27' O'DAY	\$16,900	35' HINCKLEY, 57	\$55,000
27' ERICSON, '78	\$12,900	35' CHRIS CRAFT	\$33,500
28' PEARSON '79	\$19,000	37' PRUITT SNOWGOOSE, '86	\$128,000
28' ERICSON, 28+, '81	\$18,900	38' KAISER, '72	\$44,900
29' C&C	\$29,500	39' SOUTHERN CROSS	\$105,000
29' HUNTER 29.5, '94	\$52,000	40' BROWN TRI, '76	\$60,000
29' ERICSON	from \$9,995	40' CHEOY LEE MIDSHIPMAN	\$69,000
29' CAL	\$15,900	40' ENDEAVOUR, '82	\$84,900
30' SANTANA	\$16,900	44' HARDIN	\$125,000
30' ODYSSEY	\$19,900	45' COLUMBIA	\$69,500
30' HUNTER	\$15,900	45' JEANNEAU, '85	\$119,000
30' PEARSON	\$19,950	47' CELERE	NEW \$399,500
30' S-2 9.2A	\$39,500	50' MARINER	\$249,000
32' ISLANDER	\$25,000	50' COLUMBIA	2 from \$109,900
34' COLUMBIA	\$17,900	50' BOC RACER	\$129,500
34' FORMOSA CC	\$33,500	50' CHEOY LEE, '66	\$98,000
34' ERICSON T	\$39,900	57' STEEL MOTORSAILER	\$175,000

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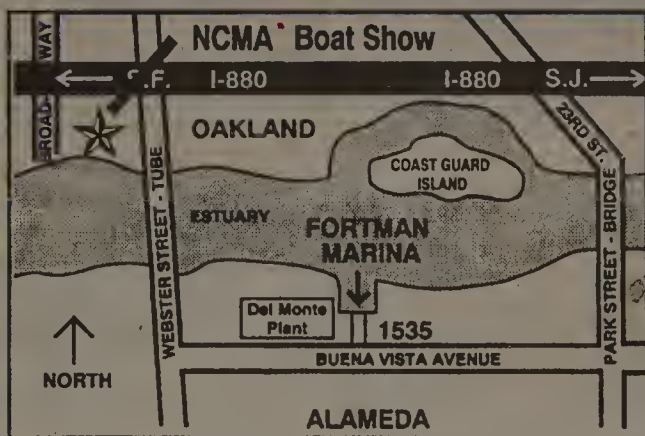
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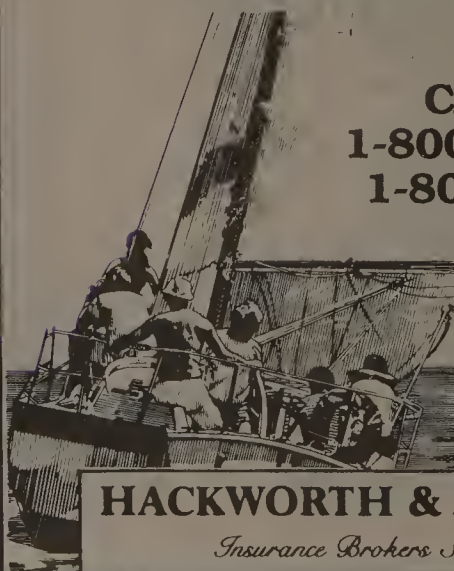
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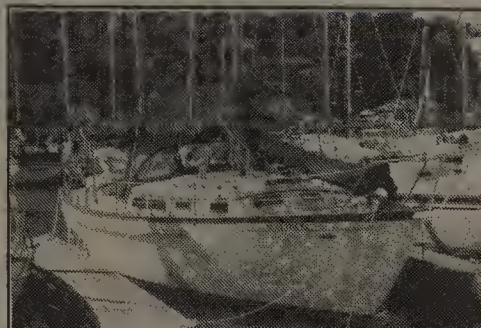
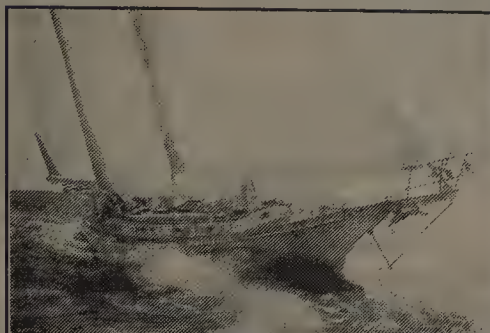
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44' CHERUBINI KETCH, 1981

One of the world's
most beautiful.
Asking \$209,000.



40' CHEOY LEE KETCH, 1977

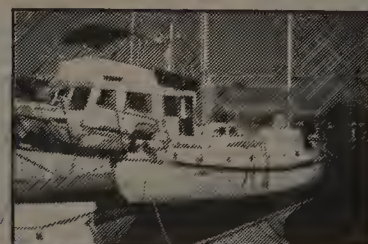
Clean, sturdy aft
cabin cruiser.
Asking \$69,500.



49' CT CUTTER, 1986
Teak decked, streamline baby
has it all. Asking \$209,000.

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34' ATKINS KETCH CUTTER, 1961
Totally restored '95. Bluewater cruiser.
Asking \$52,500.



37' J/37 SLOOP, 1987
High performance cruiser, never
raced.
Asking \$94,500.



39' PRIVILEGE (French)
CATAMARAN, 1990
Ready for fast cruising. Loaded.
Reduced to \$215,000.



40' BRISTOL, 1982
By Ted Hood.
Sleek, practical, comfortable' cruiser.
Asking \$99,000.



45' BREWER KETCH, 1978
Lots of cruising comfort.
Asking \$95,000.

29' GULF PILOTHOUSE, '84 24,000

30' SCHOCK Sloop, '38 23,000

32' TRAVELLER KETCH, '74 44,500

35' NIAGARA Sloop, '81 67,500

35' CHALLENGER Sloop, '77 30,000

36' MORGAN SLOOP, '84 39,750

36' UNION POLARIS, '82 75,000

36' ANGLEMAN, '75 24,000

39' WESTSAIL SLOOP, '80 115,000

41' MORGAN O/I KETCH, '79 59,000

44' NORSEMAN 447 219,000

46' & 48' AMEL from 160,000

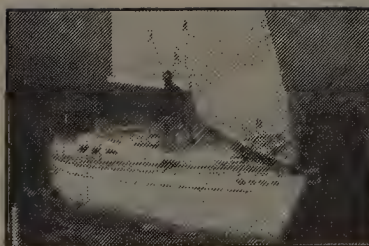
47' HYLAS, '88 220,000

49' CT CUTTER, '86 219,000

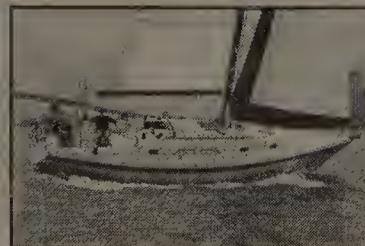
53' CUSTOM SLOOP, '85 (Sweden) 245,000



44' HARDIN KETCH, 1978
Clean, cutter rigged.
Cruise ready.
Asking \$115,000.



36' FREEDOM SLOOP, 1986
Gary Mull design.
Cruise ready.
Asking \$105,000.



34' ERICSON, 1989
Custom interior;
shows like new.
Asking \$79,000.



27' PACIFIC SEACRAFT ORION, 1982
Cutter-rigged sturdy ocean cruiser;
beautifully kept.
Asking \$49,900.



farallone yacht sales

Open Boat Weekend — April 13th & 14th

SEE
AT THE
BOAT SHOW



CATALINA 42 MK II

All new deck, cockpit and transom. Owner's cabin forward with private head. Guest cabin aft with attached head. Standard equipment include refrigeration, propane, furling, full batten mainsail with Dutchman, self-tailing winches, 50 hp diesel.

SEE
AT THE
BOAT SHOW



CATALINA 36 MK II

All new cockpit and transom. Very comfortable main saloon and separate galley. Comes standard with refrigeration, propane diesel, windlass, furling, full batten main with Dutchman, self-tailing winches.

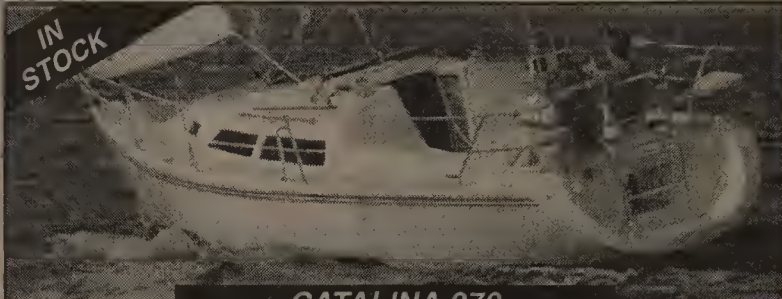
SEE
AT THE
BOAT SHOW



CATALINA 320

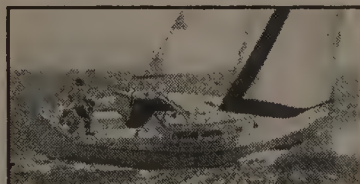
The most successful model of the '90s. It is fast and well balanced on all points of sail. Furling, full batten mainsail with Dutchman, windlass, self-tailing winches, refrigeration and hot and cold pressure water are just some of the standard features.

IN
STOCK



CATALINA 270

One of Catalina's newest boats, with lots of recent technologies incorporated in the design. Excellent sailer, comes standard w/inboard dsl, furling, Dutchman, wheel, hot/cold pressure water w/shower, propane stove, more. '95 demonstrator for sale at reduced price.



CATALINA 36, 1985. 2 from \$44,000.

SELECTED BROKERAGE



HUNTER 30, 1990. Like new.



NONSUCH 36. Loaded.



HUNTER 35.5. Mexico vet.



CATALINA 36, 1984. Reduced \$48,995



IRWIN 35, 1986. Reduced to \$32,995.

East Bay Brokerage ~ Farallone Yacht Sales

43' Westsail, 1974	\$89,000
40' Catalina, 1996	\$152,668
38' Catalina, 1996	\$127,650
36' Catalinas	3 from \$40,400
36' Nonsuch, 1989	\$135,000
35' Hunter, 1990	\$66,900
32' Freedom, 1985	\$42,900
30' Hunters	2 from \$22,500
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35' Coronado, '74, ex cond	32,000	27' Catalina, '76, rebil eng	7,995
35' Ericson, '74	reduced 22,995	27' Ericson, '74, race ready	11,495
35' Irwin, '86	reduced 34,995	26' Soverel, '75, full race	11,995
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30' Catalina, '81, whl	21,995	24' Islander, new o/b, '63	2,995
30' Catalina, '84, loaded	32,995	23' Pearson Electra, '62	2,995
30' Ericson, '69	reduced 12,995	25' Coronado, '65	3,995
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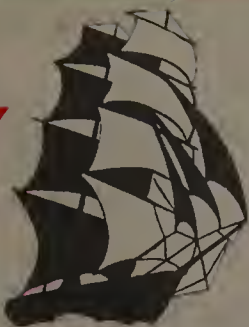
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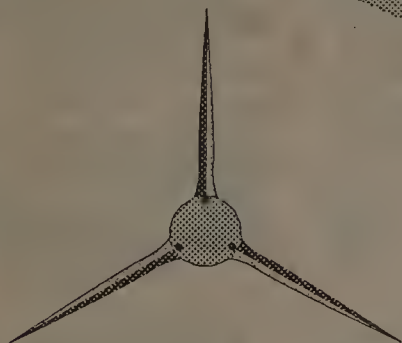
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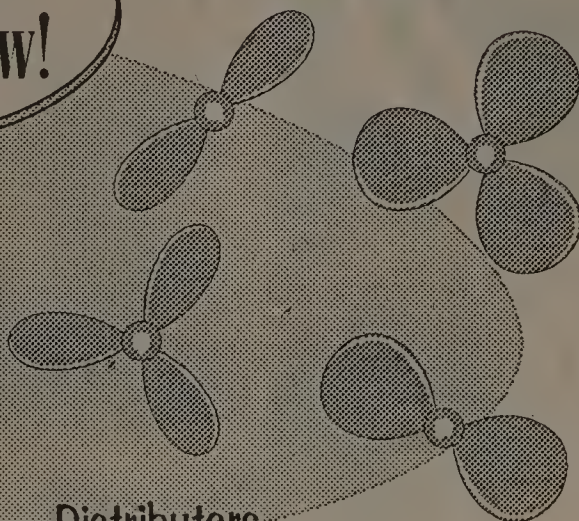
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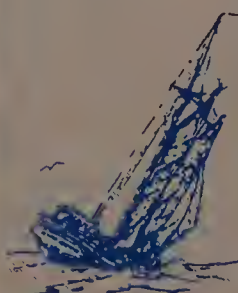
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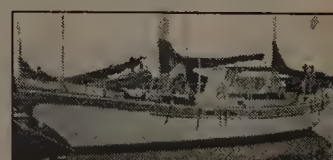
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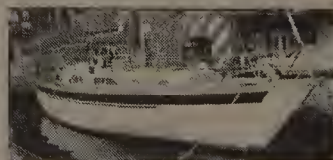
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40' Caliber LRC, 1996
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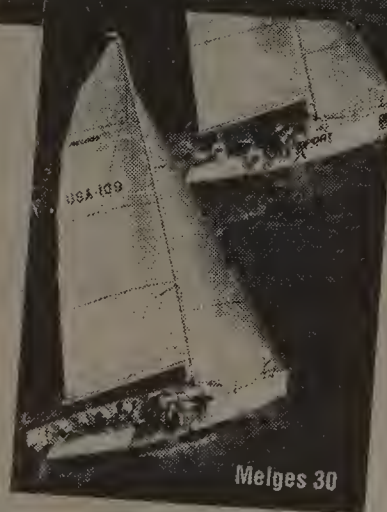
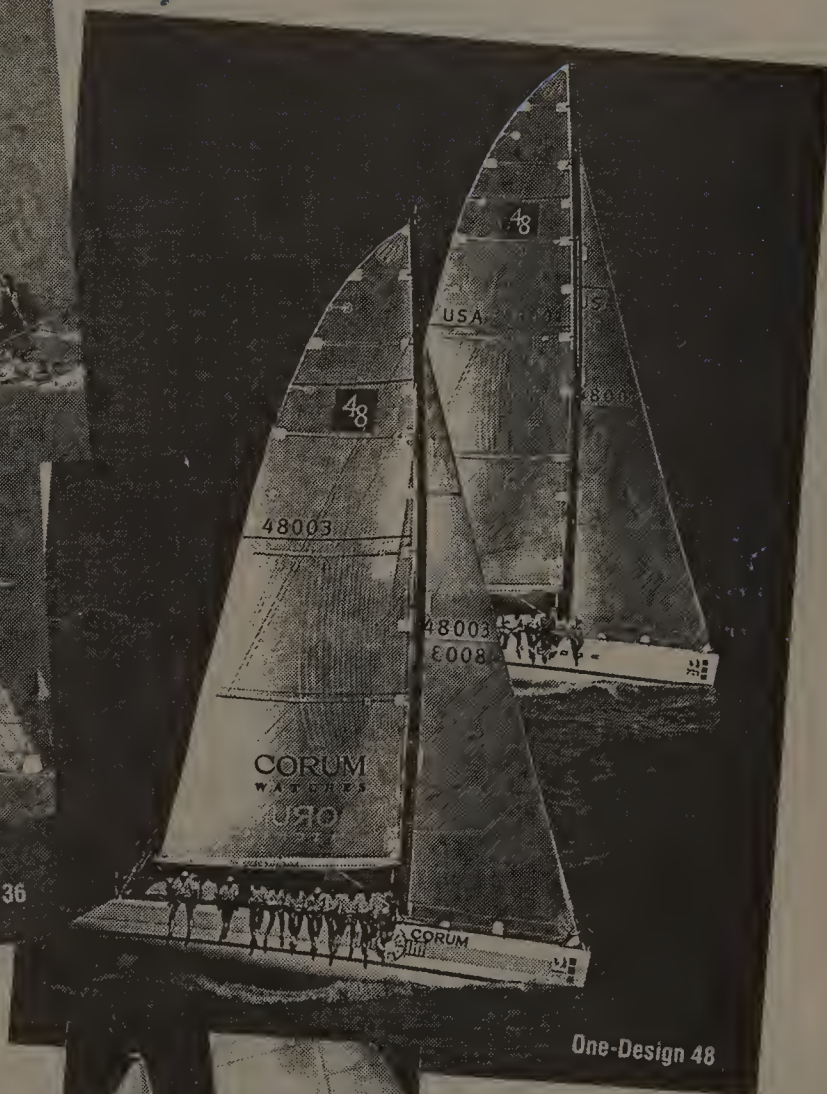
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Melges 30	1, 2
Mumm 36	1, 3, 4, 5
Mumm 30	2, 3
OD 48	1

1996 SORC

Mumm 36	1, 2, 3, 4, 5
Mumm 30	1, 2, 3
OD 48	1, 2

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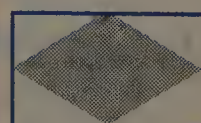


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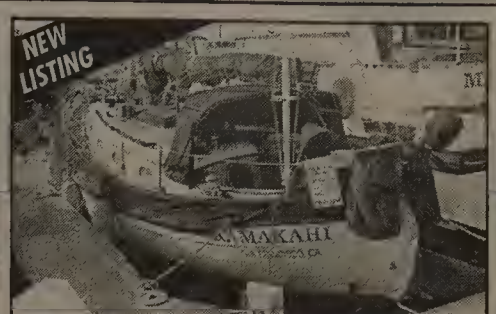
1989 CAL 39'

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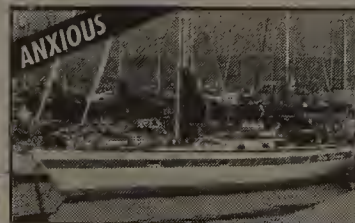
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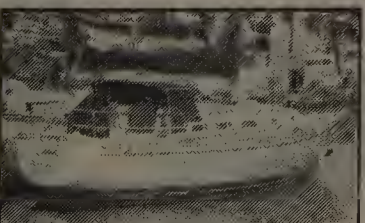
1984 NORSEMAN 447

Ta Shing built, loaded, teak decks. Ready to go - anxious seller ready to negotiate. \$199,000.



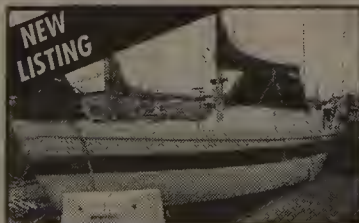
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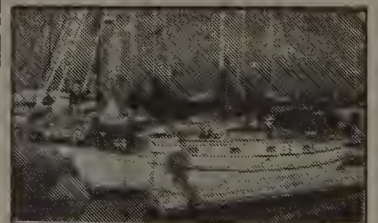
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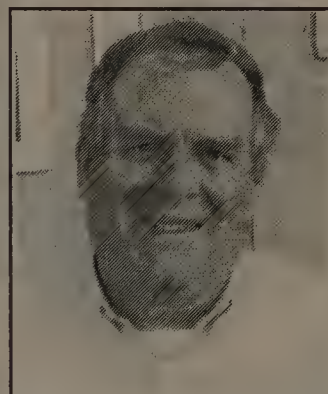
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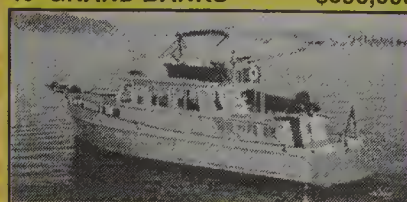
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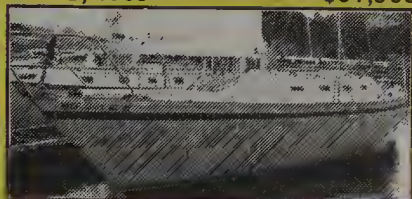
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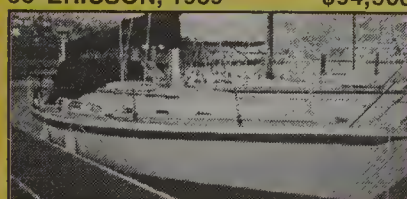
36' CS, 1985

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38' ERICSON, 1989

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456 CUSTOM BENETEAU \$198,000



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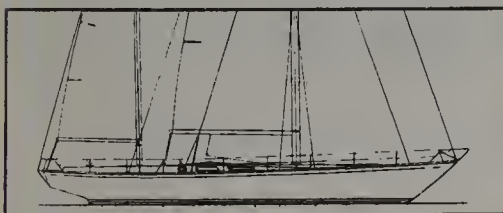
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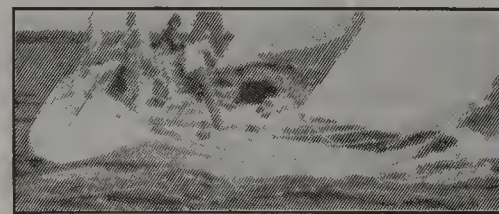
SWAN 65 Chui Simba II (1989)

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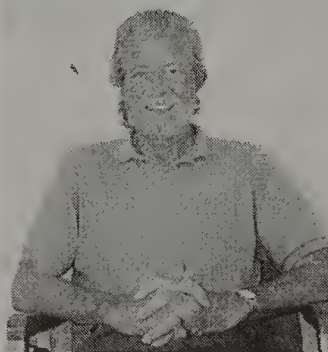
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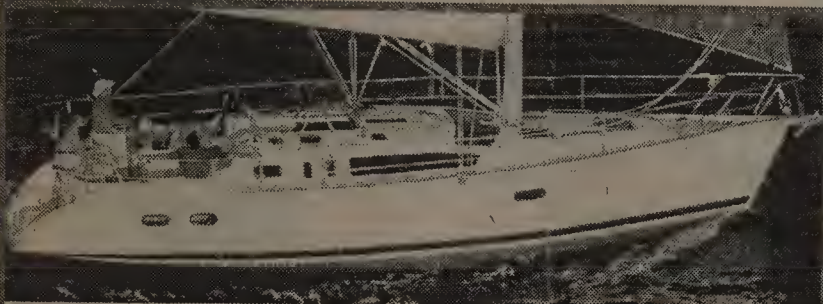
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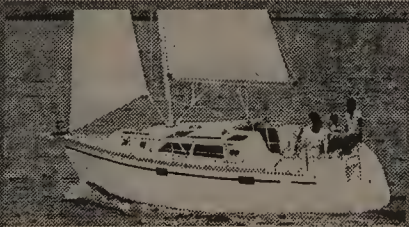
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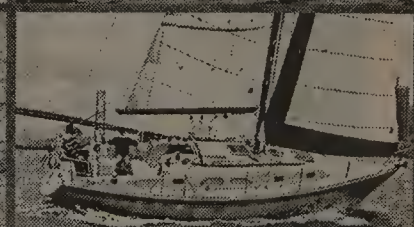
'87 Hunter 28.5



'89 Hunter 33.5



'86 Crealock 37



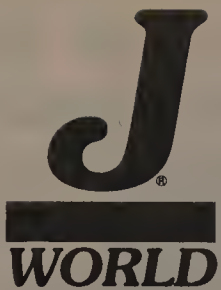
'88 Ericson 34

Selected Used Sail Listings

'94 Hunter 26 w/ trailer.....	\$24,400	'88 Ericson 34.....	\$59,950
'87 Hunter 28.5.....	\$23,000	'86 Crealock 37.....	\$135,000
'84 Hunter 31.....	\$29,500	'85 C&C Landfall 39.....	\$99,950
'89 Hunter 33.5.....	\$55,000	'93 Pacific Seacraft Crealock 44.....	\$399,950

Notes: Payments shown with approximately 20% down payment; tax & documentation/registration additional; On approval of credit; term varies with boat. Call or stop in for complete details. Photographs may show sisterships.

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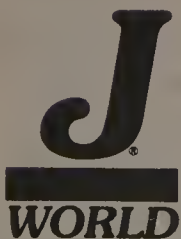


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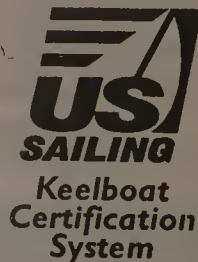
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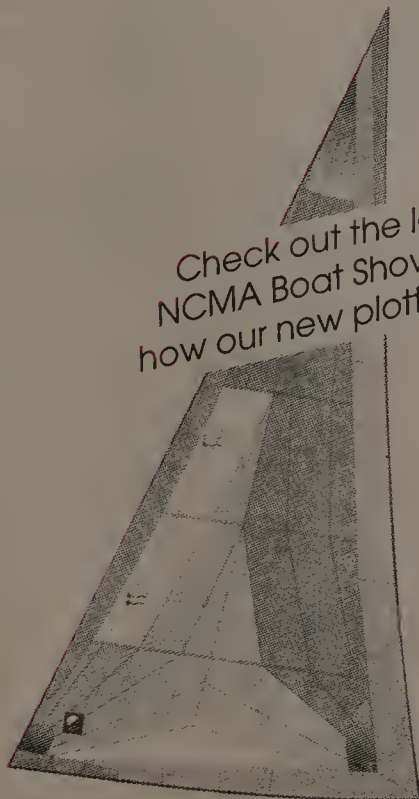
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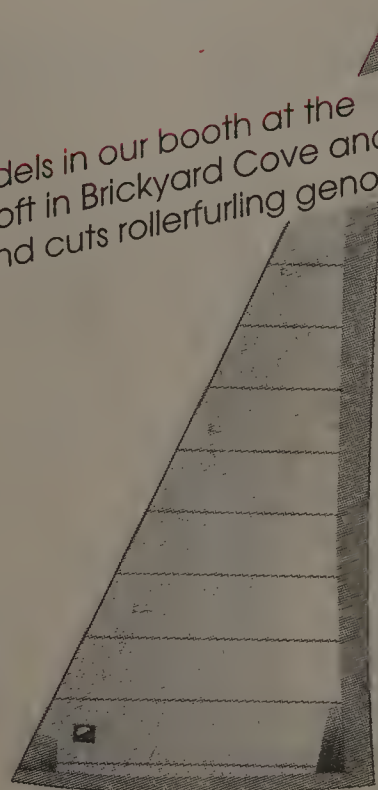
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The Anatomy of a Great Furling Genoa

Check out the latest sail models in our booth at the NCMA Boat Show or visit our loft in Brickyard Cove and see how our new plotter lays out and cuts rollerfurling genoas.



Triradial construction indicates a sail cut from one of our new long-lasting *warp-oriented* cruising laminates. They add weight efficiency and handling ease as well as a fabric step-up to heavier weight where loads are greatest.



Crosscut construction harnesses the strongest direction of the highly stabilized *fill-oriented* fabric in our woven dacron furling genoas.

A furling genoa is a very special sail. It must be extra strong and stretch resistant for use in a far broader range of conditions than a single-purpose sail will ever see. It must have a flatter foil with straighter aft sections to remain efficient as it is reefed. Corner patching and all reinforcement must be extended to accept much higher loading than usual.

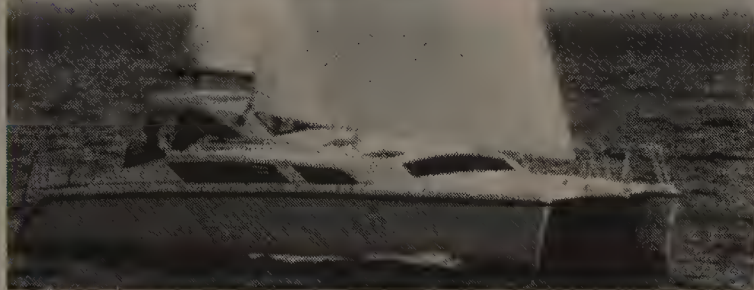
Once it is partially furled, halyard tension no longer holds the draft forward. A foam pad must be added, offset slightly from the luff to permit easy rolling. This helps maintain tension on the fabric, keeping the draft forward. All edges must be protected with UV resistant tabling and covers must be added to leech and foot to shield against sunlight when the sail is not in use.

It takes experience to build so much range and durability into a sail that also makes you go fast. That's why it makes so much sense to choose Sobstad, where every sail is designed and cut by the world's most sophisticated sailmaking system.

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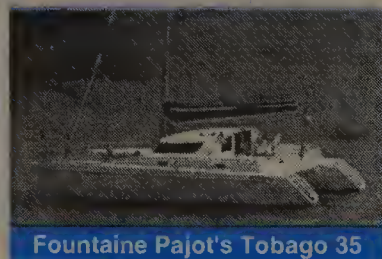
Come To The Show And Compare: 34' Gemini 105 vs. Any 37' or 38' Monohull

- **SAFER** Completely unsinkable
- **MORE COMFORTABLE** Only 6° of heel in 25-knot winds. No rock-n-roll at anchor or dockside.
- **FASTER** Power at 7 1/2 - 8 knots — Sail at up to 12 knots.
- **BIGGER** Same volume and sq. footage as a 38' monohull. Includes 1 queen & 2 double cabins.
- **EASIER TO SAIL** The 34' Gemini's draft (18", boards up) makes "skinny water" sailing a breeze—while her 5' draft (boards down) lifts you to windward. And her modest 14' beam means easy dockage.
- **CRUISE-AWAY EQUIPPED** Includes sails, 40 hp engine, compass, stove, fridge-freezer, h/c water, rigid dodger-bimini, s/t winches, anchor and rode, built-in swim steps, fenders and lines. U.S. built. \$98,000 (FOB factory)



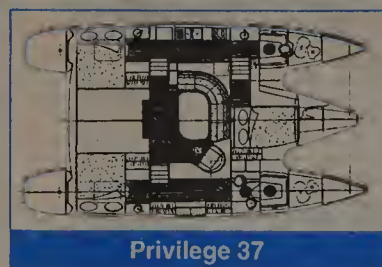
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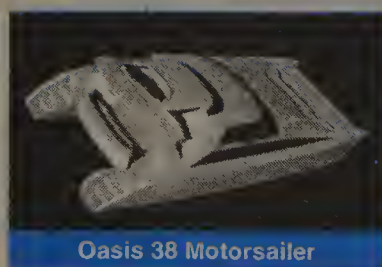
Fountaine Pajot's Tobago 35

Fountaine Pajot: 35', 38', 42', 46' (fall debut) and 56' models. Excellent bridge-deck clearance, wide & stable beam, galley-up layout, bluewater comfort. \$155K to \$700K (FOB factory)



Privilege 37

Each Privilege (the "Mercedes" of cruising cats) offers exceptional luxury. The newest model, the 37', was "Best Cat" at Feb.'s Miami Show. Other sizes are 42', 45', 51' and 65'. From \$220K to \$1.5M (FOB Factory)



Oasis 38 Motorsailer

Fall debut. Australian "Super-Cat", available as sail or power-only version. Either model gives 15+ knots under power. As roomy as a 48' monohull (3 cabins/2heads/1 office-study). Outside AND inside helm avail. \$240K+ (FOB factory)

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CALENDAR

Nonrace

Apr. 1 — Noontime rally at Justin Herman Plaza (in the City, near the Ferry Terminal) to protest the proposed acquisition of the Farallon Islands by the French, who intend to use the barren rockpile for nuclear testing. See *Sightings* for details.

Apr. 2 — *Latitude 38* Crew List Party at Richmond YC, 6-9 p.m. See the *Crew List* article for details, or call us at 383-8200.

Apr. 3 — Oakland YC Educational Seminar: "Medical Emergencies at Sea (and How to Handle Them)", presented by Karin Selbach. 7 p.m. at OYC; free. Milton Tanner, (510) 881-4860.

Apr. 3 — "South Seas Primer In Person," a free slide-illustrated presentation featuring world wanderers Jim and Sue Corenman. 7-9 p.m. at Pineapple Sails (Oakland). Details, (510) 444-4321.

Apr. 3 — Full moon. . . also, Herb Caen's 80th birthday!

Apr. 4 — *Latitude 38* Crew List Party at Corinthian YC, 6-9 p.m. Same drill as April 2, but a different venue.

Apr. 6 — Sausalito West Marine Flea Market — nautical stuff only! 8 a.m. to 2 p.m.; early birds encouraged! Bobbi, 332-0202.

Apr. 6 — Boating Safety Day '96, presented by PICYA, USCG Auxiliary and other boating clubs. Russ Robinson, (408) 253-2529.

Apr. 6 — Pineapple Sails Race Clinic at Berkeley YC for Cal 20s, Santana 22s, Columbia Challengers, Merit 25s, Olson 25s, Thunderbirds, Ranger 26s, Catalina 27s and Cal 2-27s. Bring your boat and crew to Berkeley YC, 9:30 a.m. to 4:00 p.m. Details, (510) 444-4321.

Apr. 6 — "Introduction to Celestial Navigation," a free presentation by Ted Baker at the Stockdale Marine Theatre (Sacramento) from 9-10 a.m. Details, (916) 332-0775.

Apr. 6-7 — Ericson 27 Cruise to Coyote Point. Bring your ear-plugs! Erv Dean, 494-0347.

Apr. 7 — Easter Sunday and the beginning of Daylight Savings Time. Hallelujah, summer's almost here!

Apr. 9 — "Expedition Antarctica, Part II," on ESPN at 6:30 PST. Join Gary Jobson, Skip Novak and Susie Nairn aboard the 54-foot steel sloop *Pelagic* as they explore the frigid waters off Antarctica — for fun, no less!

Apr. 10 — SSS TransPac Seminar: "Medicine at Sea and Provisioning." Oakland YC; 7:30-9:30 p.m.; always free. Ed Ruszel, (707) 745-6979.

Apr. 10 — "Introduction to Sailing," by Gale Stockdale. Free and open to all who want to slip the surly bonds of *terra firma*, 7 p.m. at the Stockdale Marine Theatre. Details, (916) 332-0775.

Apr. 11 — "How Do I Know It Ain't Broke — The Engine Survey," a presentation by Terry Mecham. 7 p.m. at Waypoint (Alameda); free. RSVP, (510) 769-1547.

Apr. 11 — "Currents and Tides at the Bay Model," by tidemeister Kame Richards. If you've never seen the Bay Model (in Sausalito) or Kame's show, this is a great opportunity! \$15. Details and RSVP, Betty Lessley, 892-6534.

Apr. 11 — An Evening With Dawn Riley, presented by *Latitude 38*, Corinthian YC and West Marine. See *Sightings* for the lowdown, or call Chuck Riley at (800) 511-DAWN.

Apr. 11 — SOC '96 Send-Off Party, 6:30 p.m. at San Francisco YC. Help Madro, JimBob and Kent win the Soling class at this summer's Olympics! Tickets are \$75 (two-thirds of it is tax-deductible). Silent auction, live auction, raffle (grand prize is a new Toyota sports utility vehicle!), dinner, videos and maybe even a speech or two. SFYC, 435-9133.

Apr. 12 — "Sailing on Lake Powell," a free slide show by Ray Alsop at Stockdale Marine, 7:30 p.m. Details, (916) 332-0775.

Apr. 13 — Sail Week Sailboat Show, 9 a.m. to 5 p.m. at The Foredeck (Rancho Cordova). Safety seminars, manufacturer's reps, sailmakers, etc. Free! Info, (916) 635-1932.

Apr. 13 — Nautical Flea Market at Encinal YC, 8 a.m. to 3 p.m. Info, (510) 522-3272.

Apr. 13 — 58th Annual South Bay Opening Day, held at the Port of Redwood City. Paulette Reeder, (408) 292-0961.

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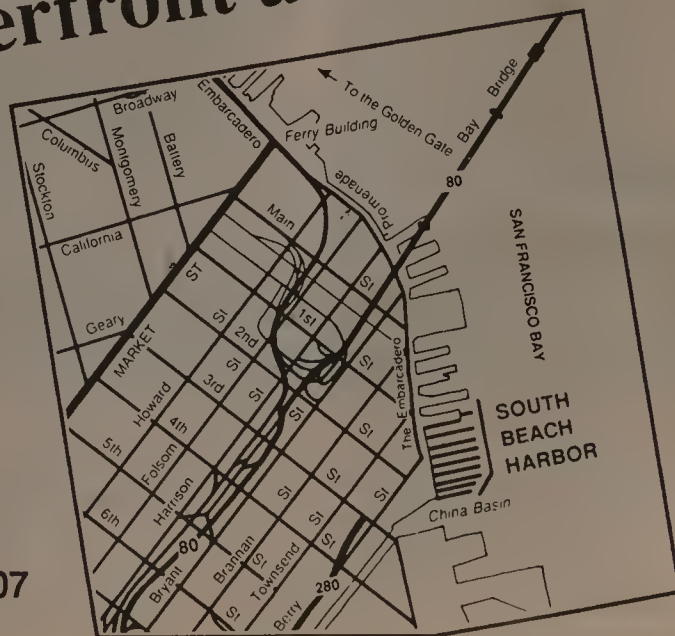
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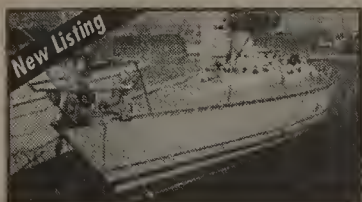
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1995 J/110

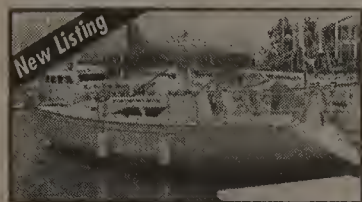
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SORCERER has the crsg attributes of a J/35c w/ the sail-handling bonus that J/SPRIT owners enjoy, the only used J/110 on the mkt... \$159,000



1982 EXPRESS 27

'Clean example of this one-design classic. Asking... \$18,500.



1988 C&C 33

LADY LUCK is ready to go cruising. Harken furling and full batten main make it easy. C&C quality and performance... \$67,000.



1994 C&C 35 MK III

Two of C&C's most popular models at our docks, well equipped and fairly priced. ... from \$49,500.

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* 44' J/44, 1989, <i>Gotcha</i>	229,000	* 35' J/105, 1992, <i>Jest</i>	94,500
** 41' C&C, 1987, <i>Delliberate</i>	109,500	* 34' Schock 34 PC, 1987, <i>Choices</i> ..	45,000
** 38' Wilderness, 1981, <i>Falcon</i>	75,000	* 33' C&C MKII, 1988, <i>Lady Luck</i>	67,500
* 37' J/37, 1987, <i>Ancient Love</i>	94,500	** 30' J/30, 1980, <i>Flakish</i>	24,900
* 37' Exoress 37, 1986, <i>Blitz</i>	88,000	* 29' J/29, 1984, <i>Thunderbolt Greasekapper</i>	24,000
** 35' J/35, 1990, <i>Rocketeer</i>	89,000	* 29' J/29, 1984, <i>Team Tahoe</i>	24,000
** 35' J/35, 1984, <i>Rival</i>	64,900	* 27' Express, <i>Loose Cannon</i>	18,500
* 35' J/35, 1984, <i>Cosmic Muffin</i>	50,000	** 25' Olson, 1984, <i>Fast Tango</i>	15,000
* 35' Santana, 1982, <i>Great Expectations</i> ..	25,000	* 24' J/24, 1995, <i>Nations Cup</i>	25,000
* 35' Santana, 1979, <i>50/50</i>	32,000	* 24' J/24, 1989 <i>T.I.E.</i>	26,500
* 35' C&C MKIII, 1984, <i>Fast n' Free</i> ..	49,500	* 24' J/24, 1986, <i>Bohica</i>	11,250
* 35' C&C MKIII, 1984, <i>Enterprise</i> ...	58,500	* 24' J/24, 1981, #1977	9,000
* 35' Hinckley, 1957, <i>Allegro</i>	55,000	* 24' J/24, 1980, <i>Vixen</i>	8,500
* 35' J/105, 1992, <i>Blackhawk</i>	94,750	* 24' J/24, 1979, <i>Jaw Breaker</i>	7,500

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CALENDAR

Apr. 13 — Point San Pablo YC's Spring Nautical Swap Meet, 8 a.m. to noon. Jan Owen, (510) 236-7664.

Apr. 13 — Baja Ha-Ha Reunion at Marina Palmira in La Paz. Contact Charlie and/or Virginia Ross on *Doodah* at the Marina, 011-52-682-24277.

Apr. 13-14 — Marine Flea Market at Seapower Marine (by the Park Street Bridge in Alameda), 10 a.m. to 5 p.m. both days. Info, (510) 534-1550.

Apr. 16 — "Cruisers' Alternatives to Life Rafts," presented by Ray Thackeray at the Palo Alto West Marine store, 5 p.m. Details, Dave Hall, (510) 814-0471.

Apr. 16 — "Gas and Diesel Engine Maintenance Seminar," presented by Mike Haley and Bill Peacock of Richmond Boat Works. 7 p.m. at Berkeley YC, free. Christine Jackson, (510) 528-0172.

Apr. 16 — S.F. Bay Oceanic Crew Group meeting. Guest speaker Hugo Landecker will review the most needed Rules of the Road. Ft. Mason Center, Building C, Room 210, 7 p.m., free. Info, 979-4866.

Apr. 18 — Sausalito YC Sunset Series Crew Party, 6-9 p.m. Another opportunity for skippers and crew to make racing connections for the Tuesday Night Series and beyond. Chuck Mellor, (707) 765-6620.

Apr. 20 — Nautical Swap Meet at the Sacramento West Marine store, 9 a.m. to 3 p.m. Details, (916) 366-3300.

Apr. 20 — Proper-Tighe's Annual Warehouse Sale, 9 a.m. to 9 p.m. in Alameda. Save big on all kinds of marine hardware! Details, (510) 523-3143.

Apr. 20-21 — Corinthian YC Sixth Annual Women's Sailing Seminar — Basic Sailing Skills. On the water and classroom sessions — learn without intimidation! Series continues on May 17-18. Details and registration, Kay Rudiger, 381-4758.

Apr. 20-28 — Sea of Cortez Race Week, sponsored by the Club Cruceros de La Paz. For details, contact Marina de La Paz, 011-52-112-55900.

Apr. 20-28 — Spring In-the-Water Boat Show at Jack London Square. See *Sightings*. NCMA, (510) 834-1000.

Apr. 21 — Marine BioDiesel League Sail-In to Ayala Cove, Angel Island, 12-4 p.m. A raft-up for sail and powerboats using SoyDiesel alternative fuel. Food, fun, festivities. RSVP, (510) 233-6660.

Apr. 21 — Crew Overboard Recovery Day at Club Nautique. Classroom discussion followed by the 'real thing'. One instructor and one swimmer per boat. Details, (510) 865-4700.

Apr. 21 — Crew Overboard Seminar, presented by Howard Wright of Port Supply. 10:30 a.m. at Richmond YC, free and open to everyone. Don Morrison, (510) 524-3250.

Apr. 23 — "Navigational Rules plus Vessel Traffic Services and Large Vessel Routing on the Bay," presented by Shirley Doell, an instructor of Coast Guard license exam prep courses. Berkeley YC; 7:30 p.m.; free. Christine Jackson, (510) 528-0172.

Apr. 27 — Spring Fun Boat Rally, a day on the Bay with the Single Sailing Association. Details, Neil Calvert, (510) 337-0426.

Apr. 27 — Opening Day on Petaluma River, hosted by Petaluma YC; Ken Warren, (707) 765-6750.

Apr. 27-28 — Hans Christian Owners' Association anchor-out in Sausalito. Mike or Michelle Richmond, (916) 642-1718.

Apr. 28 — Elkhorn YC's (Moss Landing) Almost-World-Famous Annual Nautical Flea Market. Penny Hoskins, (408) 633-4375.

Apr. 30-May 1 — Mount Gay 30 Class Association Forum at San Francisco YC. Details, Julie La Plant, (510) 283-1905.

Apr. 30-May 2 — Sail Week on Folsom Lake: three nights of sailing and socializing after work out of Folsom Lake Marina at Brown's Ravine. Folsom Lake YC; Info, (916) 635-1932.

May 4 — Rodeo Night at Berkeley YC, sundown 'til whenever. Yee-haw, pardners! RSVP to Lloyd, (510) 649-0216.

May 4 — "Weather to Sail to Hawaii," an in-depth seminar conducted by Norm Hoffmann and other National Weather Service experts on weather patterns, electronic broadcasts interpretation, and

Now ON DISPLAY **Jack London Square** April 20 - 28

For the first time at a major West Coast Boat Show, three of J/Boats' latest models of high performance sprit boats will be on display.

J/Sprit Boats offer performance design, modern building techniques and efficient sail plans for short-handed sailing. Come to the Jack London Show and see what J/Boats has done to put more fun into your family sailing.

J/130

The new J/130 is a 43' long-range cruising machine with asymmetric spinnaker that's easier to sail than most 35 footers and faster than most 50s. There is simply no cruising sailboat like it. With the J/130 J Boats has taken the best of comfortable cruising design, combined it with the best of high performance racing design, then added a unique asymmetrical spinnaker for improved downwind performance. She's designed to be sailed by two people without sacrificing comfort. A proper cockpit dodger and roller furling are standard.



J/120

The 40' J/120 redefines comfort and double-handed performance. It's well balanced approach to comfort and speed along with its construction quality combined to give it overall boat of the year in 1995. It is the only 40 footer that will give you *total* comfort. The comfort that comes in knowing you have a boat and rig that will hold together, that will perform well with minimal crew or just the main, that's easy to operate and free from overwhelming forces. You and a green crew can get the boat sailing in a matter of minutes and the new crew will find it easy and enjoyable. A growing West Coast fleet of J/120s would like to welcome you.



J/105

The first boat introduced of the new J Sprit line the 35' J/105 has proved to be one of the most popular new boat introductions in this size range in years. And no wonder. J Boats found that most 35 footers were being used mostly for comfortable daysailing, competitive racing and casual weekend cruising. The J/105 does all that better than any other 35 footer on the market and makes the rest obsolete. A joy to sail, you're friends and family will enjoy sailing as never before. A fun and competitive local one design fleet is very active and ready for new members.



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Remember this is the
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Make your room
reservations
early.

In the past, the Trans Tahoe has attracted more than 100 keelboats, including J/24s, Moore 24s, Santa Cruz 27s, Melges 24s and Merit 25s. This summer we're expanding the event! To make your stay as competitive as possible, Tahoe Yacht Club announces the Tahoe Triangle – three days of events culminating in the 29th annual running of the Trans Tahoe.

Wednesday, July 3	Check-in, Boat Launching, Evening Beer Can and Sponsors Reception
Thursday, July 4	4th of July Picnic at Sugar Pine Point State Park with a return race to the Clubhouse and fireworks on the Lake
Friday, July 5	Tahoe Triangle Rally to location on the Lake for a party
Saturday, July 6	Trans Tahoe Regatta
Sunday, July 7	Awards Picnic (awards will be presented to the top three finishers in division and class for the Trans Tahoe and the Tahoe Triangle individual events.

Plan EARLY. Plan NOW to make the TAHOE TRIANGLE an exciting, fun part of your summer racing schedule. For more info, contact:
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For more information, contact Jennifer Priestley at the
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- Locating the ideal yacht
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- Surveying – what a good survey will do

Sunday, May 12: GAIN OCEAN EXPERIENCE

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10:00 to 5:00 each day + No-host happy hour
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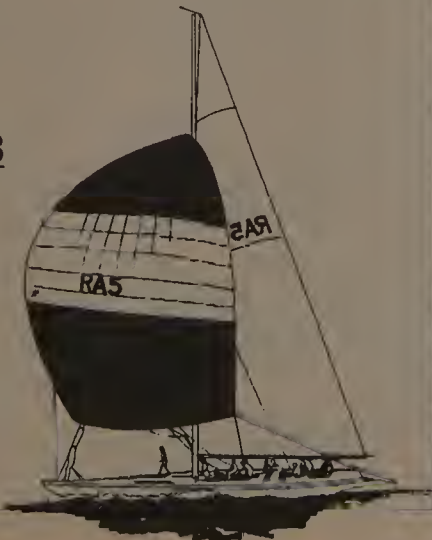
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CALENDAR

skywatching while sailing from San Francisco to Hawaii. Great stuff for Pac Cuppers, SSS T-Pac'ers, and cruisers. 10 a.m. to 3 p.m. at the Bay Model (Sausalito); \$2 donation. James Fryer, 332-2809.

May 4 — Ranger 29/33 Rendezvous at South Beach Harbor. RSVP by April 20 to Deborah, (510) 523-4711.

May 4 — Columbia 26 Mk. II Association Reunion Dinner, the first time this class has met in ten years! Oakland YC, 5:30 p.m. for cocktails, followed by dinner at precisely 7:37 p.m. Leim O'Shanacy, (510) 284-8226.

May 5 — Opening Day on the Bay. In honor of PICYA's centennial, this year's theme is "100 Years of Boating." Decorated boat parade begins at 11 a.m. Joan Marsh-Clune, (510) 427-6607.

May 10 — "Through the Canal and Up the East Coast of Central America," a free slide show by Merle Sprock, co-author of *The Adventures of Lady Jane*. 7:30 p.m. at the Stockdale Marine Theatre (Sacramento). Details, (916) 332-0775.

May 16 — Marine Refrigeration Seminar — chill out with Peter Gray (of Sailworks). 7 p.m. at Waypoint (Alameda), free. Details, (510) 769-1547.

Racing

Apr. 6 — Doublehanded Lightship Race, benefitting the Cerebral Palsy Foundation. Island YC; Pam Krawiac, (510) 339-9451.

Apr. 6-7 — Collegiate Regatta in FJs at St. Francis, now a so-called 'ranking intersectional' that will attract some teams from the East Coast. StFYC, 563-6363.

Apr. 6-7 — Laser NorCals, hosted by Santa Cruz YC. Dave Wahle, (408) 476-5629.

Apr. 10-13 — Seventh Biennial U.S. Yacht Club Challenge Cup. Ten of the best yacht clubs in the country will duke it out in Lasers, FJs and Catalina 37s off Newport Beach. St. Francis YC, led by team captain Seadon Wijsen, looks like a top contender. Newport Harbor YC; Mette Segerblom, (714) 673-7730.

Apr. 12, 1986 — Ten Years After: With images of the fatal '82 carnagefest no doubt in the back of everyone's minds, 135 boats started BAMA's seventh annual Doublehanded Farallones Race in a brutal 35-knot westerly. Conditions moderated as the day went on, but not before the catamaran *WaveRider* flipped off Point Bonita and had to be rescued by the Coast Guard. Meanwhile, another catamaran, Peter Hogg's Newick 40 *Tainui* went on to finish first — and *Pajarita*, Rob MacDonald's 56-year-old wooden Golden Gate, won overall on corrected time with ten minutes to spare! Both boats won their divisions in the process. Other class honors went to *Bravo* (Olson 30, John Kerslake), *Bloody Mary* (SC 27, Franz Klitzka), *Bird* (Swede 55, David Poole), *Alert* (Wylie 36, Mike Lingsch) and *Viking* (Santana 525, Matt Soderer).

Apr. 13 — Lightship Race, the OYRA season opener. Beware of the South Tower Demon! StFYC, 563-6363.

Apr. 13 — 43rd Annual Bullship Race for El Toros, starting at 8 a.m. off Sausalito. Diane Kroll, 592-0242.

Apr. 13 — 34th Annual Año Nuevo Race, hosted by Monterey Peninsula YC. Dave Morris, (408) 659-7556.

Apr. 13 — One Bridge Fiasco, a Jester dinghy deal at Kirby Park (Elkhorn Slough). Alan Wirtenan, (408) 469-9911.

Apr. 13-14 — Resin Regatta for 14 one design classes: Newport 30s, Cal 29s, Knarrrs, Cal 2-27s, Ranger 23s, Santana 22s, Cal 20s, 11:Metres, Melgi, Etchells, Olson 30s, ICs, J/29s and Express 27s. Hey, where's the resin in Knarrrs and ICs? San Francisco YC; Bob Christensen, 456-1958.

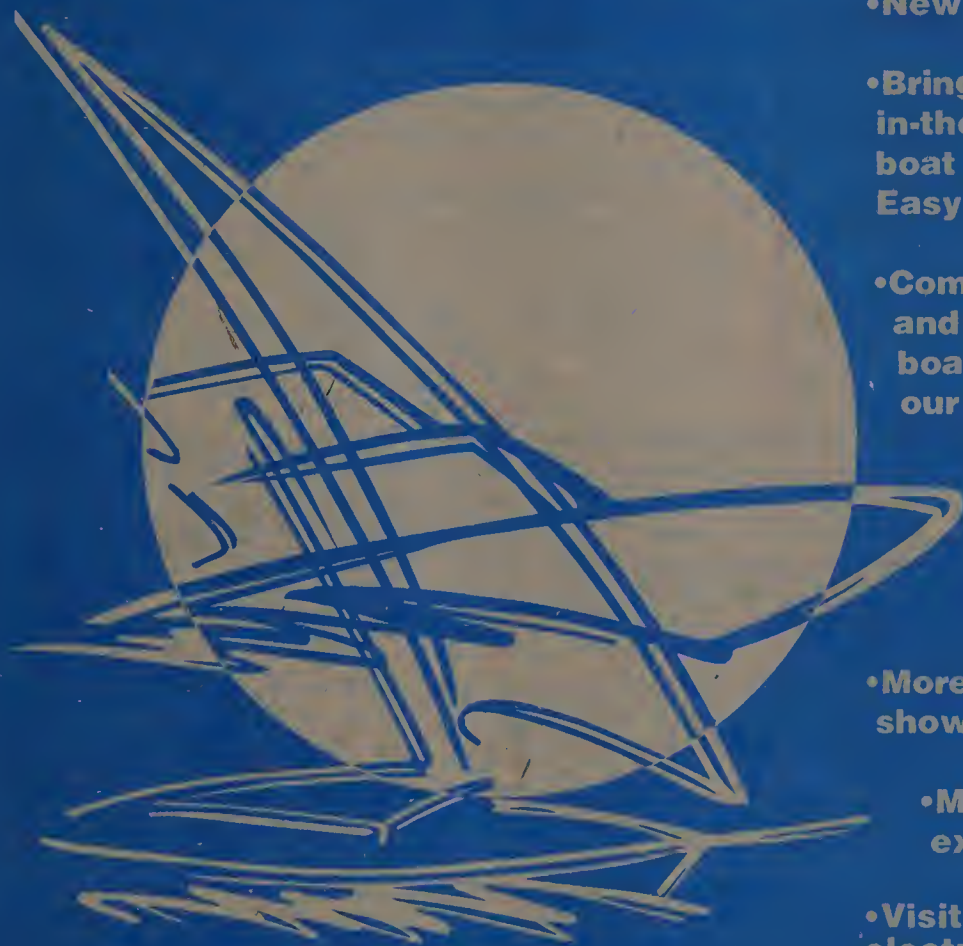
Apr. 13-14 — SBRA Regatta at Richmond YC, the season opener for the dinghy crowd. SBRA hotline, (510) 234-SAIL.

Apr. 16-May 12 — Olympic Trials:

Apr. 19-21 — Ski-Sail National Championships at Lake Tahoe — high altitude fun! Ski at Squaw Valley on Friday, sail Lasers and Melgi on the Lake on Saturday; recover and/or drive home on Sunday. Sponsored by Mt. Gay Rum and Patagonia. Ralph

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CALENDAR

Silverman, (916) 525-SAIL.

Apr. 20 — Clear Lake Monster and Mini-Monster. Konocti Bay SC; Doug Jones, (707) 277-SAIL.

Apr. 20 — First of seven races in the South Bay YRA (SBYRA) Summer Series, this one hosted by Coyote Point YC. The new 1996 IYRU experimental right-of-way race rules will be in effect for the series. Mike Dixon, (510) 635-5878.

Apr. 20 — Commodores Challenge Regatta. Two races for PHRF boats rating 117-186; current commodore must steer; crew must all be club members. Encinal YC; Joseph Melino, (408) 268-0833.

Apr. 20 — Doublehanded Farallones, hosted by the Bay Area Multihull Association (BAMA). Peter Hogg, 332-5073.

Apr. 20 — Ernie Hoppe Memorial Race for Ariels, with potluck supper to follow. Richmond YC; Don Morrison, (510) 524-3250.

Apr. 20-21 — Citibank Spring Cup at Pier 39 — *postponed!* For several reasons, most notably a conflict with the grand opening of the Pier 39 Aquarium, this 11:Metre dash-for-cash has been pushed back to May 18-19. Larie Mott, 705-5568.

Apr. 20-21 — J/Fest, open to all boats designed and marketed by the Johnstone empire. One design and PHRF. StFYC, 563-6363.

Apr. 26 — 49th Annual Ensenada Race, more fear and loathing south of the border. NOSA, (714) 435-9553.

Apr. 26-27 — Konocti Cup on Clear Lake. Triangle races on Friday; Konocti Cup and Half-A-Cup on Saturday; party on Sunday. Konocti Bay SC; Doug Jones, (707) 277-SAIL.

Apr. 27 — WBRA (woodies) season opens with a pair of Cityfront races hosted by Golden Gate YC. Watch out for the 'Y' flag! YRA, 771-9500.

Apr. 27-28 — Vallejo Race, the season opener for ODCA and HDA boats. This year's race is 'presented' by Marine World Africa USA and AT&T, and sponsored by Vallejo Ramada Inn, the *Times-Herald* and Halsey Sailmakers. The madness is hosted, as always, by the friendly folks at Vallejo YC. To enter, call YRA at 771-9500.

Apr. 28 — Trans-Folsom Race, held out of Brown's Ravine. Reverse start for PHRF, multihull and Portsmouth classes. Pizza and beer after! Folsom Lake YC; Charlie Hess, (916) 685-7295.

Apr. 28-May 4 — Antigua Sailing Week — proof that some people still know how to have fun!



Suspended animation.

May 4-5 — Lakeport YC Regatta on Clear Lake. Five races, "great prizes." Steve Gillis, (707) 262-1005.

May 4-5 — 30th Annual Camellia Cup on a very full Folsom Lake. Five buoy races; dinner and dancing to a live band Saturday night. One design status for groups of five or more boats. Folsom Lake YC; Charlie Hess, (916) 685-7295.



BOAT SHOW SPECIALS!!!

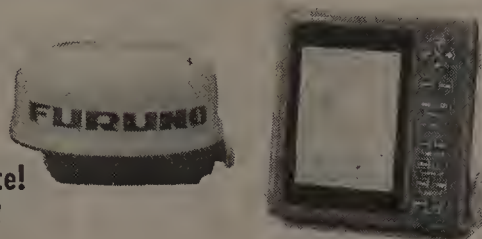
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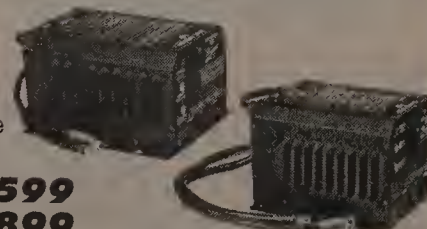


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The drawing will be held at the YRA 2nd Half Opener, Sunday morning, August 4th. You do not need to be at the drawing to win.

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Sausalito Yacht Club

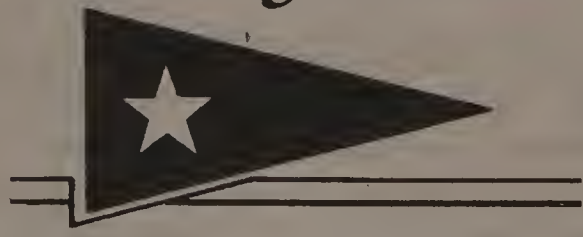
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CALENDAR

May 10-12 — NOOD Regatta at Los Angeles YC. Lisa Novak at Sailing World, (401) 847-1588.

May 11 — Duxship Race. Sausalito YC; YRA, 771-9500.

May 11 — Elite Keel Regatta for 11:Metres, Melgi, Etchells, J/24s and Knarrrs. San Francisco YC; Bill Barton, 454-2423.

May 11-12 — B-25 Nationals, six races in the South Bay. Eleven boats expected; Encinal YC will fire the guns. Chris Doubek, (609) 520-0495, or Chris Berger, (310) 320-5671.

May 18-19 — Stone Cup, in conjunction this year with Saturday's HDA races. An IMS class will be offered if there is sufficient demand. StFYC, 563-6363.

May 24 — Santa Cruz to Santa Barbara Race, now a biennial event. Pray for wind! Santa Cruz YC, (408) 425-0690.

May 25 — Master Mariners Regatta, billed as "the second oldest regatta in the U.S. behind the America's Cup." Everybody loves a parade — the post-race party at Encinal YC is always fun, too! Noel Duckett, 472-7653.

May 25 — 53rd Swiftsure Race. Actually three races (distances of 76, 100 and 136 miles depending on boat size) in the Strait of Juan de Fuca. Royal Victoria YC, (604) 592-9098.

May 25-26 — Leukemia Cup for J/35s, Santana 35s, J/105s, Etchells, 11:Metres, Olson 30s, J/29s, Express 27s, J/80s, Melges 24s, Moore 24s and J/24s. StFYC, 563-6363.

May 25-26 — Baum (for Cal 20s), Mull (Santana 22s) and Eldridge (Ranger 23s) Trophy Regattas. San Francisco YC; Jerry Leth, 435-4874.

May 28-June 2 — Brut Cup International Match Racing Regatta. The 'dance card' is still being drawn up, but look for Chris Law, Thierry Peponnet, Jeff Madrigali, JJ Isler, Paul Cayard, Morgan Larson and Ed Baird to be there. Russell Coutts and Peter Gilmour are listed as 'possibles'. StFYC, 563-6363.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Street, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

April Weekend Currents

date/day	slack	max	slack	max
4/06Sat	0212	0527/4.7E	0904	1204/3.6F
	1527	1756/3.0E	2100	
4/07Sun		0002/2.8F	0350	0713/4.7E
	1054	1355/3.4F	1724	1946/2.6E
	2247			
4/13Sat		0112/2.9E	0448	0738/2.8F
	1026	1325/4.0E	1712	2018/3.8F
	2319			
4/14Sun		0208/3.5E	0542	0837/3.4F
	1128	1423/4.0E	1801	2103/3.9F
4/20Sat		0014/2.9F	0308	0615/4.6E
	1009	1306/3.6F	1629	1846/2.6E
	2209			
4/21Sun		0054/2.5F	0345	0657/4.3E
	1055	1352/3.2F	1720	1930/2.2E
	2255			
4/27Sat		0021/2.0E	0419	0658/1.7F
	0939	1228/2.8E	1629	1935/2.7F
	2236			
4/28Sun		0114/2.6E	0507	0753/2.2F
	1039	1323/2.9E	1713	2013/2.9F
	2314			



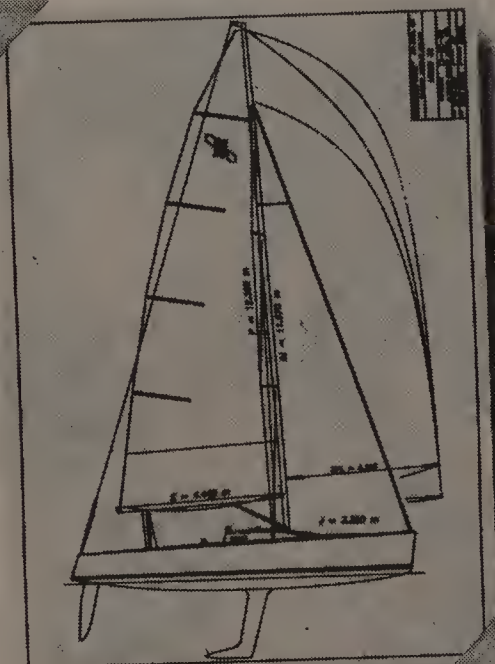
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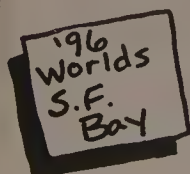


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LETTERS

↓↑ TO HELL WITH THE RULES

I've been keeping abreast of the discourse on the relationship between ship's lights and collisions at sea — with a sense of *deja vu*.

Smashing into small sailboats was less of a probability when I first shipped out to sea as a teenager — I still treasure my Coast Guard 'Able Seaman' certificate acquired in 1948. Back then ships mustered three people — the Mate and two Seaman — on the bridge at night. One was at the wheel and the other two were on lookout. We had no autopilots and early radar was so insensitive that it was only capable of reflecting from land masses. But most significantly, there were virtually no small craft on the high seas in those days to run into.

I've mucked about with boats ever since those four halcyon years at sea, but subsequently made my living as a commercial pilot — and here is where the parallels exist.

In the 60s — with the onset of the jet age and the expansion of light plane flying — it soon became apparent that air navigation lights were totally inadequate for preventing mid-air collisions. This was due to a number of factors: the higher speed of aircraft, conflict with ground lights, and inadequate light intensity. (Back in those days aircraft had the same lights with the same optical requirements as aboard ships — which had been mandated in the 19th century by the British Board of Trade when sail predominated and 10 knots was equivalent to going supersonic.)

The FAA supposedly solved the inadequacies of the lights by limiting the speed of aircraft to 250 knots when below 10,000 feet. Airline pilots quickly realized that this wasn't enough, so generally speaking they — and at first with managerial objection — turned off the landing lights, wing lights, and everything else that shone when operating below 18,000 feet — and let the light rules be damned.

You've guessed the rest — especially if you're near an airport and you can see landing lights way off in the high distance long before the aircraft are on final approach. Landing lights are now required by FAR's to be on when operating below 18,000 feet.

The moral for sailors is clear: to hell with the rules! Turn on all the bloody lights — including strobes at night — in the ocean. The boys aboard the 800-foot tanker will thank you for it, and it will probably save your life.

The Coast Guard will catch up with the FAA eventually.

George Fulford
Mill Valley

George — Thanks for the illuminating historical perspective.

When we've raised the subject of small boat lights with ship captains and bar pilots, they've almost all said the same thing: 'turn on whatever you have to in order to let us know you're there.' As was the case with the airline pilots, ship captains and bar pilots seem to feel that saving lives is more important than blind obedience to rules and regulations. Especially grossly outdated regulations that have ignored the technological progress of the last half century.

↓↑ OVERBOARD I WENT

I want to thank Ray Wells of the trimaran Wingit and Noble Brown of the sailboat *Perpetual Motion* for coming to my rescue at the end of the most recent Corinthian YC midwinter race.

I had been singlehanded my Cal 20 that day and was returning to the cockpit after setting up the whisker pole to fly the jib wing-on-wing. As I reached the cockpit, the boat jibed and overboard I went! I was able to snatch a trailing jib sheet, which allowed me to grab the rudder and backstay.

I was never really scared because my auto-inflating personal flotation device worked as advertised, and because there were a number of other boats around. I'd gone over right at the finish line in front of the Corinthian.

Wells and Brown maneuvered their respective boats alongside and put some crewmembers on my boat to help get me back aboard to stabilize the situation on my boat. Both skippers did an excellent job

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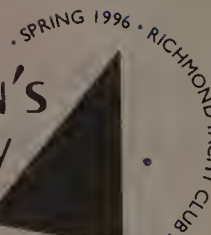


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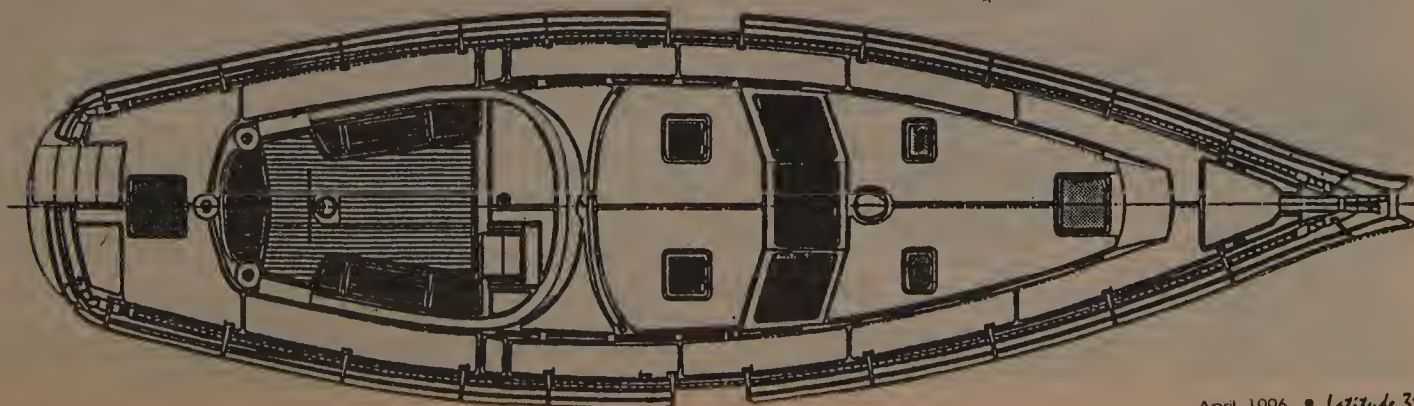
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LETTERS

considering the number of boats that were trying to finish the race.

It really says something about the skippers of the two boats that they were willing to possibly damage their boats in order to come to my rescue. Thanks again — good sailing and Godspeed.

Jon Rolien

Take No Prisoners, Cal 20

⇓ SUTTER'S THE ONE

I was deeply saddened to read of Peter Sutter's illness. He is one of my sailing heroes.

People are constantly asking me the singlehander's question: Do I get lonely? My honest answer is, "No, but there are times when I wished there was a better and wiser sailor aboard — someone who could advise me about sail trim and storm tactics." The mentor that I always think of in that regard is Peter Sutter.

When I was deciding whether to buy *Aventura* 12 years ago, I sought the counsel of Bernard Moitessier and Sutter. Had Bernard advised me not to buy her, I would have sought other opinions. But if Sutter had told me not to buy her, I wouldn't have! Luckily, they both told me to buy my lovely sloop — and I've yet to see the 30-footer I'd swap her for.

So Peter, here's hoping that you have many more years before you make that sail up the river with the nine bends.

Ray Jason

Key West, Florida

⇓ WHERE ARE YOU, CRAIG?

I'm writing with regard to Craig Osfeld — who according to your February issue, lost his boat at Coff's Harbor, Australia.

I want Craig to know that I'm so sorry to hear about his loss. Where are you, Craig? Is there anything I can do to help?

Joan Rennick

Galadriel

Harbor Island West Marina, San Diego

⇓ I'D LIKE TO LOCATE HIM

I met Craig Osfeld on *Maxwell's Demon* in French Polynesia and hoped that we would be seeing him frequently as we continued west across the Pacific. When I heard that he was coming to Australia, I tried to reach him on the radio but was unable to reach him. So I contacted a couple of friends to keep an eye out for him.

I later learned of the loss of his boat and never was able to make contact with him. Then I screwed up and lost his address. If anyone knows Osfeld's whereabouts, I'd like to locate him. I can be contacted at MCCA 51093, 1614 SW Seagull Way, Palm City, FL 34990.

Dave Sherman

Rubaiyat

Mooloolaba, Australia

⇓ TWO FLASHES PER SECOND

Here are my suggestions for preventing collisions at sea through the more intelligent use of modern technology:

Masthead strobe: Recreational and other small vessels should be required to have a masthead strobe that could be used in three different modes depending on the conditions: 1) One flash every five seconds for 'cruising anti-collision' mode. 2) Two flashes every five seconds for 'anchor light' mode. 3) Two flashes per second for 'emergency distress' mode.

The strobe would draw far less power than normal running and anchor lights. I'd say less than 1 amp to run the strobe all night compared to about 17 amps for a standard 25 watt tricolor.

Proximity radio: This additional anti-collision device would transmit a short beep every five seconds with a power of one watt on channel 16. This could be heard five to 20 miles away depending on antenna heights. The receiver could be connected to an alarm that would sound when a signal was detected. This device would only be

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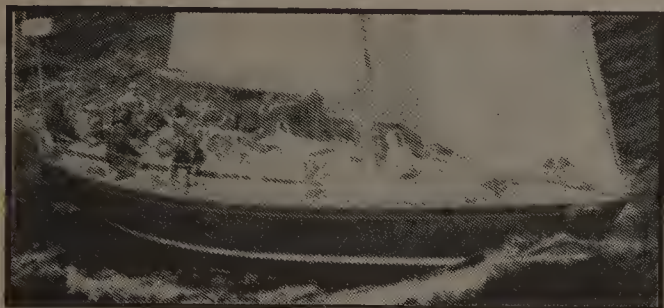
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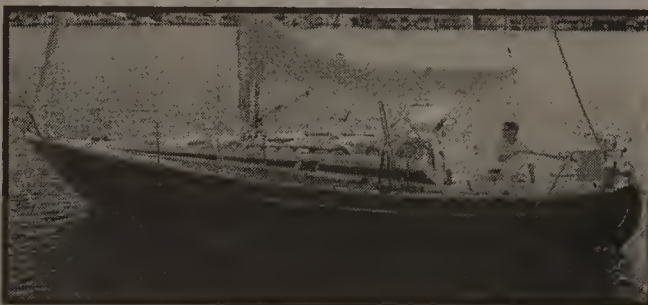
BALTIC 43 WAYDAH (1987): Jude/Vrolick design with FULL '94 North racing inventory, leather upholstery, large doubles in forward and aft cabins. Radar, autopilot, B&G, inverter, electric spinnaker sheet winches, furling jib. **MARINA DEL REY. \$290,000.**



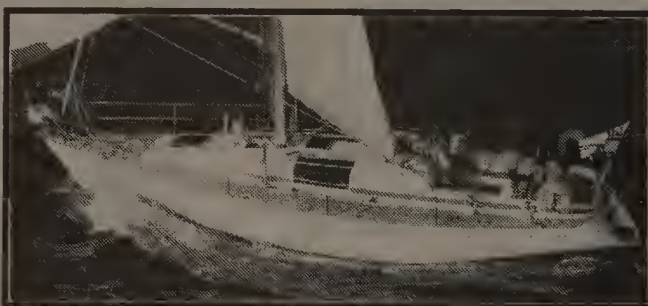
SWAN 46 TUNDRA (1985): Pure fast cruising with shallow Scheel keel, aft entrance to owner's cabin, all new '94 electronics, dodgers, watermaker. Owner bought a Swan 53, must sell. **AT OUR DOCKS IN NEWPORT BEACH. \$395,000.**



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SWAN 36 ALA (1992) and VIVA (1990): Both in immaculate condition, well equipped, with complete inventories of both racing and cruising sails, full boat covers, and low engine hours. **MONTEREY (Ala, \$275,000) and SANTA CRUZ (Viva, \$210,000).**

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LETTERS

activated away from local coastal traffic — perhaps beginning 30 miles offshore.

Both of the devices would draw little power, making them ideal for the cruising sailor. For the radio device to be useful, all ships would be required to monitor Channel 16 and transmit the warning beeps. Think of it as an electronic running light / foghorn with a minimum range of five miles. It would not be confused by a heavy sea state as with radar, and would cost much less — possibly less than \$1,000 for a transmitter/receiver setup.

Finally a passive device — such as towing a hydrophone and listening for engine and screw sounds — might be the best solution. There must be people out there skilled in underwater acoustics who could design such a system that could be sold at a reasonable cost. Let's hear it from the oceanographers and anti-submarine warfare folks.

Jerry Palmer
Walden, Yorktown 35
Marina del Rey

Jerry — Thanks for the suggestions. We personally feel that using a strobe for an anchor light is overkill — and that it would lessen the effectiveness of the strobe for anti-collision and emergency purposes.

As for the proximity radio, we can see how that would be excellent in some situations such as the open ocean — but create more trouble than it would solve in situations where there is a lot of vessel traffic.

What might actually be better is something suggested by Steve Dashew — check next month's Sightings for details.

⇅ FOR A PALTRY 10 DOLLARS

I followed the Sleavin family tragedy on the World Wide Web, and appreciate your mention of masthead strobe lights as a possible safety measure. I'd like to throw in a random thought that might stir some technical whiz in the Bay Area to figure out the necessary circuitry.

The typical strobe is far too bright to be a navigation light, and in any event is accepted as a distress signal. If such a light were left running all night, it would probably attract every ship in the area like moths to a candle. What I think is needed is something mid-way between a strobe and the standard red/green navigation lights that are a joke on a windy night.

Go to any bike shop and for a paltry \$10 you can buy a flashing (strobe) bike light that will run for many days on two AA batteries. This little invention — regardless of its legality — has done away with every other form of lighting for cyclists. The red, rear version used by the majority of cyclists is probably familiar to most drivers for its excellent visibility.

Is there any reason why this technology can't be employed in a masthead light? Since it works well behind a red lens, it would do just as well with green — and with minimal battery drain.

P.S. Today the wind chill is down around zero here in temperate Portland — certainly not a welcoming temperature for Dale Long, my old friend, who is visiting from Samoa. Long built *Long Run*, his Searunner trimaran, in Portland more than 20 years ago. With another frigid day on my hands — and no boat projects at home — what else to do but settle back with the latest copy of your magazine and dream of *Changes in Latitudes*?

Peter J. Marsh
Portland

⇅ LATITUDE SHOULD GET OFF ITS OWN DUFF

You unfairly criticize the Coast Guard Chief of Marine Safety Division of "sitting on his or her duff" while cruisers are dying at sea because of poor rules and regulations regarding the lighting of ships and small boats at sea. But you should know that vessels offshore are operating under international rules that are set by IMO — not by the Coast Guard. It is true, however, that the Coast Guard does represent the United States at IMO. And it is true that the Coast Guard is more

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LETTERS

open to input from the public than are the representatives of any other country.

I suggest that *Latitude* get off its own duff, poll the cruising and commercial shipping communities on what they consider workable solutions, and present such data to the Coast Guard.

From my own 23 years experience of commercial watchkeeping and six years of local sailing, I propose the following small changes to the regulations:

- For sailing vessels less than 22 meters, mandate the offshore use of the tricolor masthead light in rule 25(b). Deck level lights on small craft are not visible in anything other than a calm sea.

- For sailing vessels over 22 meters, mandate the use of the red over green in rule 25(c). The extra power demands should not be a problem on vessels of this size.

- Alter rule 22(c) to increase the intensity of tricolor lights for vessels under 12 meters to the same as those in rule 22(b). Halogen lamps and so forth should make this possible without excessive battery drain.

- Increase the vertical sector of sailing vessel lights in Appendix B. 10, (i) & (ii) so that the minimum intensity be maintained over +10 degrees and at least 50% of the light intensity be maintained up to 30 degrees of heel. The present rule allows a 12-meter yacht heeled to 25 degrees to be invisible at 1/2 mile! That is a one minute, twelve second warning for the bridge of a fast container ship!

- Allow the use of a strobe light to gain the attention of another vessel under rule 36 — but only under the following provisions:

- a: that the strobe only be used offshore.

- b: that the strobe only be used when there is risk of collision and when the strobing vessel is uncertain of the actions of the other vessel.

- c: that the strobe have a distinctive 5-flash characteristic.

- d: that the use of a continually running strobe be forbidden as it can and will be mistaken for a distress signal.

- Allow vessels under 50 meters in length to deploy a radar reflector of at least 2m RCS when offshore.

J.A. Hamilton
Northern California

J.A. — It's the Coast Guard's job to oversee the safety of mariners. One of the ways they can do this is by keeping up with technology to make sure that rules and regulations are updated so that avoidable collisions can be avoided. Another way is by responding quickly to tragedies to see that similar accidents aren't repeated.

As for us at *Latitude*, it's our job to hold the Coast Guard's feet to the fire when we think they're not doing their job. And that's exactly what we're going to keep doing with regard to what we perceive to be the Coast Guard's lack of interest in preventing collisions at sea between ships and small boats. We'd love to know if anybody in the entire Coast Guard has lifted a finger to make sure there's not another incident like the obliteration of the Sleavin family by a large ship. And if nobody has done anything, why the hell not? You give *Latitude* the Coast Guard's Marine Safety budget and you'll see some long overdue changes.

As far as we're concerned, each and every one of your suggestions is a quick and simple way to make life at sea a little bit safer, and to make the jobs of lookouts on ships a little easier. Can you give us one good reason the Coast Guard didn't come up with them and demand their implementation . . . 10 years and a number of lives ago?

Basically we're big fans of the Coast Guard and appreciate all the work they've done to save the lives of recreational mariners. By the same token, we think they're darn near asleep on watch when it comes to innovative solutions to preventing accidents. And we want to know why. So here's our open letter to the Coast Guard:

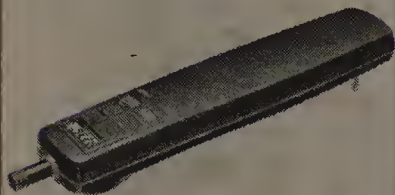
A number of small vessels have been run down in recent years, sometimes with the loss of almost entire families. In many cases, a contributing cause seems to be rules and regulations that permit inadequate lights to be shown on small vessels, and rules and



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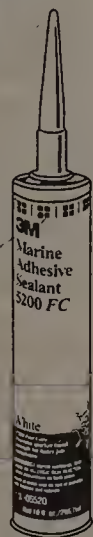
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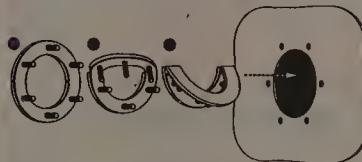


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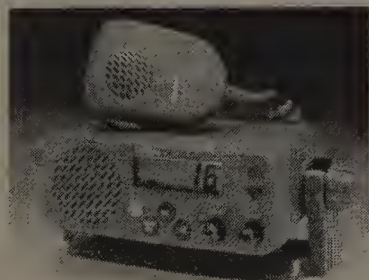
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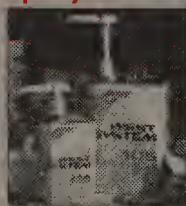
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LETTERS

regulations that prevent the use of lights that could easily be seen. What are you doing to prevent similar tragedies in the future. If nothing, why the hell not?

LEE HELM IS AS OUT OF IT AS MAX EBB

I really got my amps cranked up over Max Ebb's *Radar Love* — Not article in the February issue. It's no surprise that Max couldn't understand what he was looking at on the radar screen, total dummy that he is. But for Lee Helm to go off on that tangent about "automated dependent surveillance" just shows that she is as out of it as Max.

When presented with a tool which just about solves the collision avoidance problem completely — without being "dependent" on anybody else — they go off and invent a new high-tech solution! Typical of those cybernerds. And it would be funny if it weren't so irresponsible.

The simple fact is that ships have a hard time spotting small vessels. We sailors don't have very big vessels, and radar reflectors notwithstanding, we make lousy radar targets. And remember that one of the great ocean liners unknowingly sliced a destroyer in half during World War II — our small sailboats aren't much of a threat to their safety.

Ships, on the other hand, are easy to spot. In even poor visibility they show up like gangbusters on even the smallest radar set. And a ship is certainly a serious threat to the safety of a small vessel. So dream on, Max and Lee, but there is a problem here that needs to be solved.

No matter how much you count on the competence of the crews on U.S.-flagged ships, they are an endangered species. With an increasing proportion of the world's shipping carrying flags of convenience, I believe it is unrealistic to depend on 'the other guy' to contribute anything meaningful to collision avoidance.

Radar sets are getting smaller and less power-hungry every year, and even the smallest unit will spot a ship in plenty of time to do something about it. So instead of wasting paper demonstrating Max and Lee's ignorance of radar, how about if their "skeptical" teaches those dummies how to use it? And if Lee's "dependent" system ever gets going, it will be perfect for adding labels to the blips on the radar screen.

Jim Corenman

Heart of Gold, Schumacher 50
Sydney, Australia / San Francisco

THE BEST IN A WHILE

Congratulations on the February issue. Although they are all great, this one was the best in a while.

Rex Dalby

Hale Kai, Ericson 35
Long Beach

Rex — Thanks from all of us.

Interestingly, the *Wanderer's* father — a dedicated reader — said the same thing. We'll have to look that issue over and see what we did right.

A LOT OF TIME AND COMMITMENT

Here at the Cal Sailing Club we enjoyed reading your comparison of our on-the-water test for the 'Senior Skipper' rating with the test that the Coast Guard uses to license captains for carrying paying passengers.

We're proud of our rigorous standards for on-the-water competency — even though it does mean that a lot of time and commitment is required to achieve an advanced rating at CSC. In fact, a number of our Senior Skippers have gone on to get their Coast Guard tickets — and without exception report that the Coast Guard license was far easier to obtain.

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LETTERS

However, we do need to correct one error: You stated that in order for the candidate to pass the CSC test, "he/she would have to swim around to the centerboard slot, find that the board has gone up into the boat, swim back around to the centerboard controls and secure it down. Next he/she would have to stand on the centerboard to right the vessel, figure out some way to bail the boat, discover that bailing isn't working because there's a hole in the bottom of the boat, plug the hole, bail the boat, and then sail the boat back to the dock."

Your hypothetical student would flunk every time, because remember that the instructor has jumped overboard — *and swum away with the bailing buckets*. And your candidate forgot to pick up the buckets before sailing back to the dock!

Cal Sailing Club membership is open to the public for the absurdly low price of \$45 for three months — which includes unlimited lessons, daysailing, and windsurfing.

Paul Kamen

Cal Sailing Club Rating Committee
Berkeley

NOT A RELIABLE INDICATOR OF COMPETENCY

I recently read two editorials from your January and February issues concerning the testing and licensing of individuals for 'Operator of Uninspected Passenger Vessels' and 'Master of 100 Gross Tons'. First of all, I am not interested in debating the current rules and regulations concerning these types of licenses, but I would like to give you and your readers a flavor of the changes in store for the Coast Guard licensing program.

Historically, the Coast Guard has relied upon 'experience' — measured in terms of time (days, months, years) — as a basic qualification for persons seeking a license. This practice was valid in the days when licensing was predominantly concerned with the bluewater merchant mariner, where experience could reliably be equated with on-the-job training. However, given the paths by which many smaller vessel license applicants come into the licensing program, assuming that experience necessarily translates into acquired skills and knowledge is a questionable practice. This is especially true for 'Operator of Uninspected Passenger Vessel/Master 100 Gross Tons' license applicants.

During the Spring of 1993, the Coast Guard assembled a focus group of marine licensing personnel to look at the current state and future directions of the marine licensing program. The name of the report of this eight member focus group was 'Licensing 2000 and Beyond'. The focus group was tasked with developing the requirements of merchant mariner qualifications anticipated into the next century.

The report commented that sea service for deck licenses of less than 100 gross tons is difficult to verify and assess, both for 'quantity' and for 'quality'. Applicants for these licenses routinely 'self-certify' their own experience using boat registrations and little or no other substantive documentation.

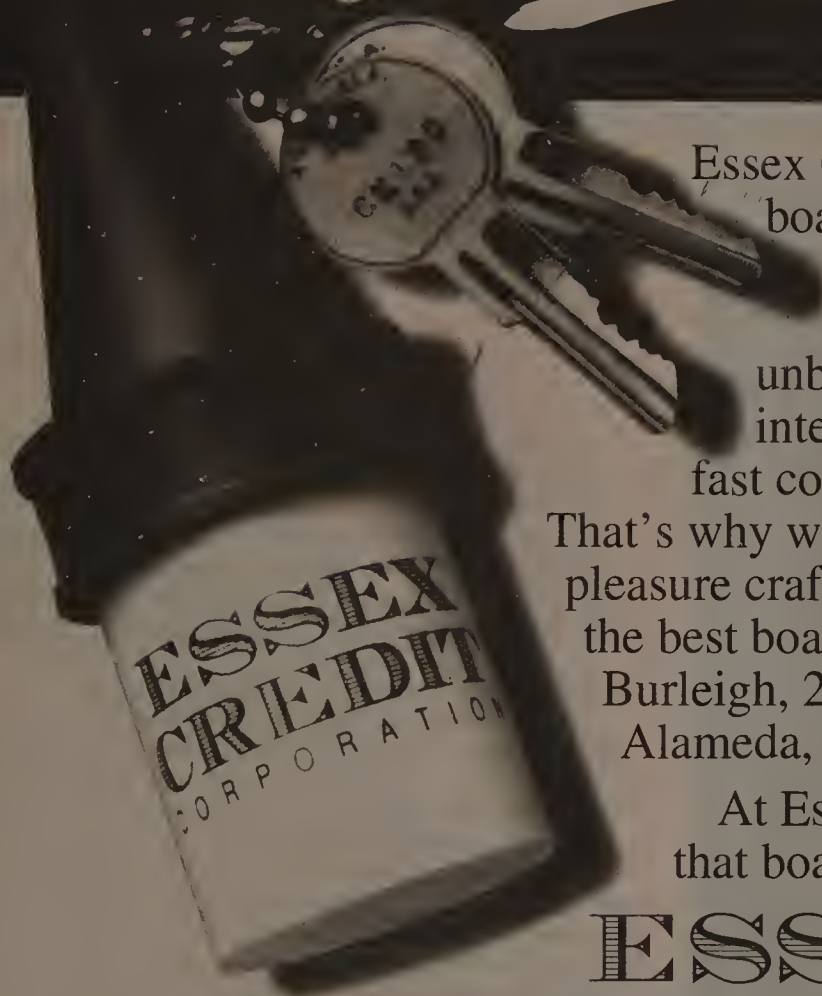
The majority of these applicants probably do possess the claimed underway time, but there is no way of insuring that the experience obtained during this period has actually resulted in the necessary skills and knowledge being obtained. In this limited tonnage arena, a 'day' of experience is understood as a four to eight hour underway period, not at anchor. During this period, the operator will get underway, make a voyage of some type and return to the dock.

However, it is unrealistic to assume that 365 days of this simple scenario equates to a year of experience and/or facing a variety of circumstances. Rather, the reality may be that one day of experience, obtained on a calm and sunny day, has simply been repeated 365 times. 'Sea time' *per se* is not a reliable indicator of the needed competency, and should not be overly relied upon as such in the licensing process.

Therefore, the Licensing 2000 and Beyond report recommended significantly increasing emphasis on approved courses and other

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LETTERS

more formalized methods of training, and de-emphasizing 'sea time', unverifiable for quality or quantity, as the principal guarantor of competency.

At the present time, the Merchant Marine Personnel Advisory Committee (MERPAC) is reviewing the Licensing 2000 and Beyond report and submitting their recommendations to the Coast Guard. The Bay Area has two representatives on MERPAC. I would be pleased to pass on any of your or your reader's recommendations to them so they may address these concerns at the next meeting.

As for testing, the Coast Guard currently requires the passing of a written Coast Guard examination (90 per cent on the rules of the road, and 70 per cent on navigation problems, navigation general, and deck general — though 90 per cent is required on navigation problems for licenses over 100 gross ton).

However, the trend is shifting toward requiring specific training. Larger license holders are now required to attend such training as radar and firefighting, in addition to passing a Coast Guard examination. Just recently, several courses have received Coast Guard approval for training and testing Operator of Uninspected Passenger Vessel/Master 100 Gross Tons license applicants. This is not a cure-all, but it does place the emphasis on training and not on question memorization.

On November 13, 1995, the Coast Guard announced revising the current regulations on licensing. The new regulations will bring the United States into compliance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers. The current licensing qualification system will be expanded to include practical demonstrations, and simulator-based testing and training.

If your readers are interested in obtaining a copy of the proposed licensing rules when they are published, please contact the Regional Examination Center in Alameda at (510) 437-5732 to have your name placed on a mailing list. This is where your comments can really make a difference.

D. P. Montoro
Captain, U.S. Coast Guard Officer in Charge
Marine Inspection

Captain Montoro — Thank you very much for your most informative letter. We're happy to say we're in agreement with everything you said.

As for the 'Licensing 2000 and Beyond' task force, they have addressed all of the problems we have with the current licensing process. A tip of the Latitude hat to them. We hope the proposed changes are implemented as soon as possible.

⚡ A SAILOR CUM SERIAL KILLER

Be assured that my husband and I enjoy your magazine to the hilt. Not only for format and content, but for competent and responsible reporting. I'm a graet typo hunter, but ovar the passed siveral munths have fuond nune. I feel your article selections are beneficial to all mariners, and we have learned a lot from reading *Latitude*.

The day after Christmas, we left King Harbor in Redondo Beach for Marina de La Paz. Our Catalina 30 *My Shanty* performed splendidly, and other than a few minor frustrations with finding anchorages, we had 'smooth sailing'. Toward the end of our leisurely adventure, we began joking about murder plots involving 'sea-napping' — with a sailor cum serial killer who gets rid of his victims through the macerator, for example, not leaving a trace. Our ideas became more gruesome in ratio to how much kahlua and tequila we drank.

While we were in King Harbor, there was a Falmouth Cutter docked next to us. I admired her and felt she would be the best choice for a rejected lover to 'seanap' his beloved. Murder plots are not my genre, but I couldn't get certain ideas out of my head. I decided to start to work on Heidi and Brad, hoping to get them and the Falmouth Cutter out of my system. It didn't work and I've completed

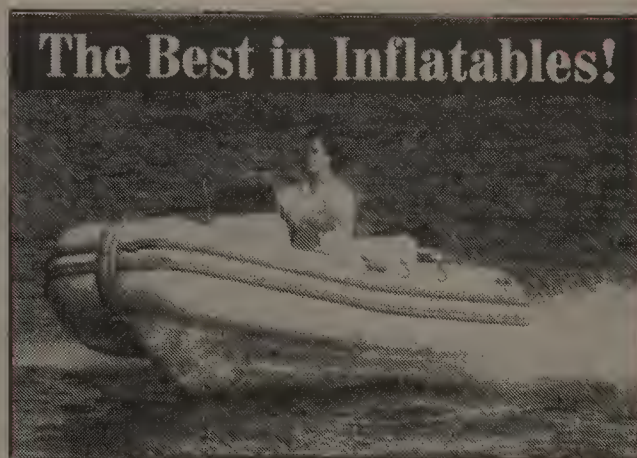
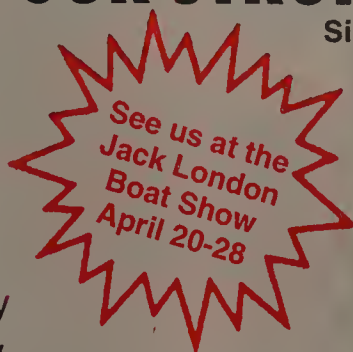
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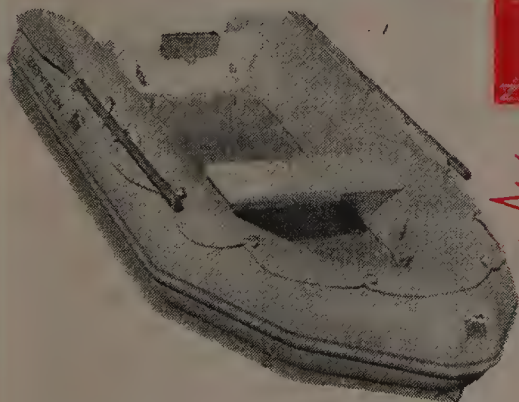
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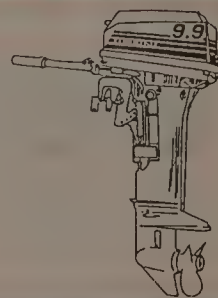
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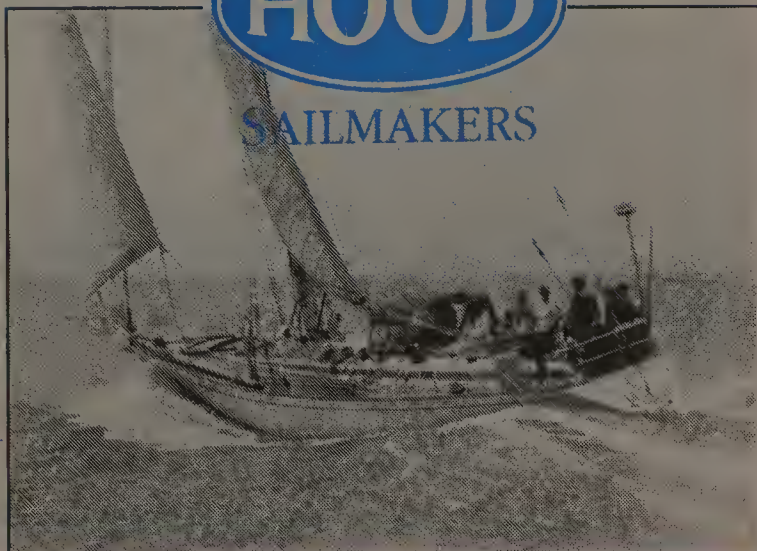
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LETTERS

several pages of a seaplane love story — no murder intended.

P.S. Help! Could you please advise me whom to contact for information on Falmouth Cutters, which I believe were made in two sizes. Any idea how many exist?

Marilyn Richert
My Shanty
La Paz

Marilyn — For information on the Falmouth Cutters — which indeed are handsome little yachts — contact the Sam L. Morse company in Costa Mesa. Try (714) 645-1843.

We have a theory that the kind of mind that is stimulated by sailing and all that it entails is somehow normally quite different from the kind of mind that is stimulated by child molestation, kidnapping, serial killing — and similar acts of demented violence. As such, even irreverent lunatics such as ourselves find your mingling — even when under the influence of kahlua — of sailing and base crimes to be unsavory. It's all too much like the real news.

Mind you, we have nothing against certain kinds of creative and intelligent crimes of a non-violent nature — particularly if there is some humor and 'Robin Hoodism' involved. So please, if you're going to link sailing and crime, let's stick with a better class of criminal.

Speaking of macerators, we're told that the huge power catamaran in Cabo has all electric toilets. How come they don't break down all the time? Because nothing reaches the pumps before it's macerated by household-type garbage disposals!

↓ MOST WOULD ONLY QUALIFY AS DAYSAILORS

We read Cliff and Rebecca Shaw's January letter about going to Australia to shop for catamarans. Our search for 'the boat' — also a catamaran — took us to Australia, too.

In February of '95, my then pregnant wife Theresa and I attended the Miami Boat Show to look at cruising multihulls. I had done a fair amount of research on the subject, so I knew what to look for in a true 'bluewater' cruising cat. I was very disappointed after the first day of looking at the British, French, and American-made cats. Most had what I would consider serious design problems for long distance cruising: low or no bridgedeck clearance, not enough bow buoyancy, sharp corners in dangerous places, and so forth. Nearly all of these cats are sold as cruisers, but in my opinion, most would only really qualify as daysailors here on the West Coast.

By the second morning of the boat show, I was convinced that we had wasted our time and money on this trip. Then I found the Seawind 1000. At first glance my thought was 'yes!'. I spent a couple of hours poking into every part of this wonderful boat, and perhaps even made a nuisance out of myself. I asked many questions of the courteous but skeptical-looking Australian salesman on the boat. He turned out to be Richard Ward — the designer, not just the salesman. At this point I was pretty excited. He had a sensible answer for every question I had about the boat.

On the third day of the show when most exhibitors were packing up, the majority of cats went out for a sail in Biscayne Bay. There was a helicopter above filming video and the editor of *Multihulls* snapping pictures from the deck of one of the American cats. When we got a chance to sail the Seawind, we found that without exception she pointed higher and sailed faster than her competitors. There were even two boats — I won't say which — that couldn't keep up while motorsailing. In the Sept./Oct. issue of *Multihulls*, there is a gushing review of the Seawind — complete with pictures, including some of myself and my wife!

In January '96, we flew to Sydney to have a look at the factory and to charter two Seawind cats. We had the boat out in conditions that are similar to San Francisco Bay: 30-knot winds, heavy chop, and some nice rollers. We held our own to windward next to some 40-ft monohulls. And we never blew a tack, which is a real testament to a well-designed cat.



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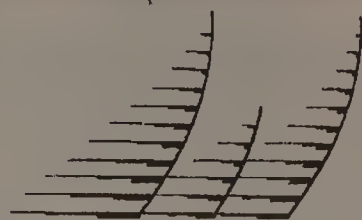
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LETTERS

The Seawind 1000 is billed as a performance cruiser and we believe that it truly measured up in all three models we sailed. The interior was spacious and well thought out. While the accommodations are not palatial, have you ever seen any boat where you could set up a portable baby crib in the center of the cockpit and literally walk a stroller around it?

Many of the Seawind 1000s are in charter in northeastern Australia, and many improvements have been made in the later boats. If the current schedule holds, construction of our boat will begin July 15 and we will be taking delivery in Sydney Harbor on November 1. We haven't decided how to get the boat back to the States yet. We thought about getting it shipped over or sailing back ourselves. In any case, we will be spending at least five months in Australia starting in November. If anyone has made the trip from Sydney to San Francisco, we would like to hear about it. What was the route and time of year for each leg, etc? If you plan to be in Australia during this time, get in touch with us! We would also like to hear more from Cliff and Rebecca.

Nick and Theresa Rettinghouse
Petaluma
nrettinghouse@mindscape.com

Nick & Theresa — We're happy that you've found the cruising catamaran that appeals to you — although we think it's a shame that both you and the Shaws found it necessary to travel halfway around the world to find what you were looking for.

As you probably know, the Wanderer has developed an interest in cruising catamarans. While the American, French, and British catamarans — by which we assume you mean the Jeanneaus, Privileges, Firebirds, and so forth — are not precisely his cup of tea either, he nonetheless feels they deserve a strong defense in view of your criticism. You suggest they are not truly bluewater cats; is this based on theory or actual experience?


About three years ago, Philip Jeantot, the great winner of several singlehanded around-the-world races, retired to cruise with his family aboard a Privilege 48. While crossing the Bay of Biscay, he and his delivery pals were savaged for several days by 75-knot winds and huge seas. And after departing the Canaries for the Caribbean a few months later with his wife and two very young children, they were nailed by persistent 50-knot winds and very bad seas. Jeantot, one of the world's most respected sailors, says that as a result of his cat's performance in those awful conditions, she has earned his complete trust.

Northern Californian Bill Hogarty bought the Privilege 48 Allure in the Caribbean two years ago, then sailed her through the Canal and up the dreaded coast of Baja with his dad. Hogarty claims the boat was terrific in rough weather. On summer weekends he can usually be seen sailing the Bay with up to 30 of his best friends — and a smile on his face.


While anchored at Ios, Greece last summer, we talked with some French folks who pulled in with a Jeanneau-built Lagoon 55. They told us they'd just completed a three-year circumnavigation and that the boat had been great — particularly in nasty weather. The only damage to the boat had been the loss of four square inches of gelcoat beneath the waterline. We subsequently talked to the owners or skippers of Lagoon 55s in Antibes, West Palm Beach, St. Martin, and Antigua — and all of them spoke extremely highly of the design.

We've also had the opportunity to spend nearly a week cruising both a Lagoon 42 and a Lagoon 57 in the Caribbean. While all these Lagoons have more weight and extensive interiors — which adversely affect performance — than we would prefer in a private yacht, we found them to be excellently designed and extremely well built. It's true the 42 wasn't particularly fast in light air — which wouldn't be a problem on the Bay — and neither of the daggerless cats pointed that high, but they both tacked easily and the 57 was fast as hell!

Frankly, there's lots more evidence that these production cats are



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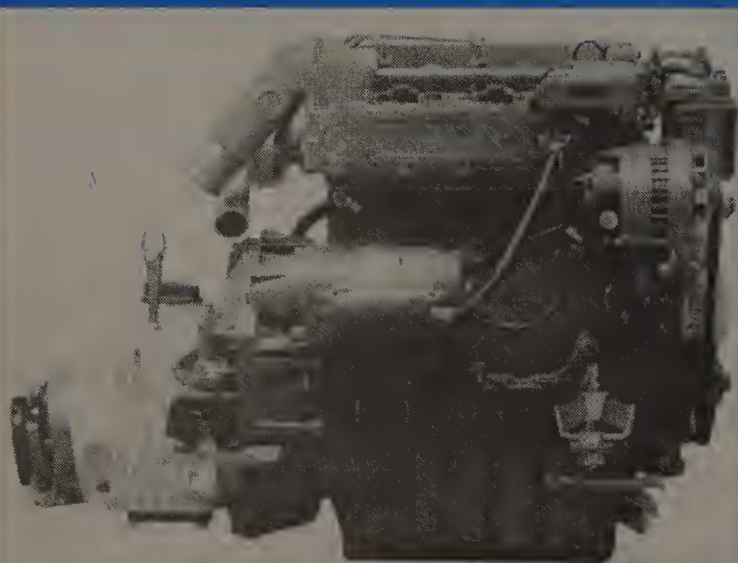
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LETTERS

capable in the ocean. Two years ago in Z-town we bumped into the Vancouver-based Casamance 43 Madhatter. The owner had already enjoyed trips to Central America and Hawaii, and was in the process of sailing to Florida. Then there's former Berkeley resident Peter Brown, who capped 11 years of sailing around the world by buying a South African production cat and making the long sail up to the Caribbean where he began chartering. Both spoke very highly of their boats.

We think there are some reasonable criticisms that can be made about these production cats: All of them have extensive interiors, usually for chartering. This both adversely affects performance and makes them rather expensive. And to our eye, only a few of them are decent looking. Having said that, we'd still be very hesitant to slam these boats as not being suitable for the ocean or the West Coast of the United States. We think there is clear evidence otherwise.

As for your choice, the Seawind 1000, the one concern we might have is that she seems a little on the small side for the big ocean. The one thing every multihull designer agrees on is that as catamaran size doubles, stability increases exponentially. Rounding Pt. Sur in a 33-foot catamaran that only displaces 8,000 pounds? That's not something we'd particularly look forward to.

The big mystery to us? Why a U.S. builder doesn't offer a large — for safety — but very basic — for thrift — catamaran. While at St. Barts last month, we saw a brand new, nicely done, gigantic 65-foot passenger cat that motors at 12 knots, hit 21 knots on her short delivery passage — and it sells new with sails for about the same price as a five-year-old Privilege 48. It makes you wonder how much it would cost them to build a stripped-out 50-footer.

↓↑MORE MONEY THAN SENSE

What last October's annual 'Carnage in the Caribbean' issue means is that those of us with enough sense to stay out of a hurricane zone in the stupid season will never ever be able to find affordable cruising or charter insurance. As usual, those with more money than sense never feel the need to study.

Captain Larry Rau
Occidental

Capt Larry — It's true that last year's hurricanes have had an effect on the insurance market for the Caribbean. Within an hour of getting your postcard, for example, we received word that the company that insured Big O is bailing out of all marine markets by May 1. They aren't the only company to have taken that step.

You can still get insurance for your boat in the Caribbean during hurricane season, but most policies now have 'wind damage' exclusions for tropical storms and hurricanes. In the wake of Luis and Marilyn, who can blame underwriters for no longer offering such coverage? Based on conversations with owners of private boats wintering in Antigua and St. Barts, it's going to be a very crowded summer in both Trinidad and the Northeast United States.

As for your analysis in which you equate wealthy people with ignorance and/or stupidity, we don't believe the facts support it. Based on what we saw and heard, a disproportionate number of 'average' boats owned by 'average' folks were destroyed or damaged by those hurricanes.

By the way, if you think folks who kept their boats in the Caribbean during hurricane season had more money than sense, what do you have to say about individuals and companies that own tens of billions of dollars worth of property in South Florida? Skinny hurricane Andrew was by far the most expensive natural disaster in the history of mankind — but as every expert will tell you, his monetary damage will have been peanuts compared to when a Marilyn-size hurricane strikes Miami, which in time it most surely will. Then there's Key West, which has a maximum elevation of 12 feet and one long and narrow road to the mainland. Thousands are gonna die when it gets hit by a hurricane — even if there is plenty of

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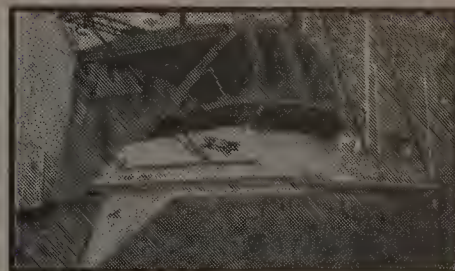
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LETTERS

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NO COKED-OUT CHIMP WOULD CONSIDER

Don't you guys have anything better to do than sit at your poison font word processors and write insults?

It's not too bad when you confine your insults to people — those of us with smaller tonnage Coast Guard licenses, for instance. At least we can defend ourselves. But when you begin insulting bananas and chimpanzees with substance dependency problems by comparing them to jet skiers — well, you've really crossed the line of journalistic responsibility!

I'm sitting aboard my boat, anchored off Z-town's La Ropa Beach, reading my favorite magazine and keeping a worried eye on about 25 jet skis that are roaring through the anchored fleet, buzzing the beach, chasing the 'banana' boats, forcing the boats towing parasails to change course, charging beneath the anchor rode of some of the bigger boats. They're all doing things that no banana or coked-out chimp would ever consider. And how about the parents who rent a jet ski — and then turn it over to their 10-year old?

I think you owe certain flora and fauna an apology. To hell with Joe Merchant — where is Blanton Meyercord? We need him here in Z-town!

Two other quick notes: I don't know where you got your 70% figure, but when I took the test to renew my 100-ton license last October, I had to get a minimum of 90% on all parts. Maybe I'll renew in Alameda next time.

Finally, a suggestion to all of the southbounders for next season. Trot on over to the California Maritime Academy in Vallejo and pick up a supply of their U.S. Merchant Marine caps. The port captains and other officials down here just love 'em. I could have traded mine lots of times.

Peter Nicolle
Rise and Shine
Zihuatanajo

Peter — When we were anchored off Z-town two years ago, we were told that two Mexican children had been killed the year before — victims of separate accidents caused by the reckless operation of jet skis. Not an hour later, some idiot on a jet ski slammed into the side of the sailboat anchored next to us. Is it any wonder that an increasing number of local governments are seeking to have jet skis banned from their waters? See Sightings.

As for test scores necessary for Coast Guard licenses, we got our information straight from the source. You and a lot of other licensed captains are confused by the fact that you don't have to score as high in certain categories if you are sitting for a under-100-ton license as opposed to an over-100-ton license.

WHY ARE WE BURDENED WITH THE 'FORCE' SYSTEM

At the risk of educating at least some of your readership — including myself — would you explain to us lubbers why we seem to be burdened with the 'force' system of denoting wind strength? It seems to me that good old miles per hour or knots per hour should suffice.

Alfred B. Anderson
Alameda

Alfred — Great question! John Rousmaniere's *The Annapolis Book of Seamanship* has one of the clearest explanations:

"The combined effect of wind and wave is so important that offshore sailors and seamen usually refer to sailing conditions not by wind strength alone but by a number that reflects both wind strength and sea conditions. They take this number from the Beaufort Scale of wind force. Developed in 1805 by Admiral Sir Francis Beaufort of the British navy, the scale divides wind and sea conditions into 12 'forces' ranging from calm to hurricane. It describes typical conditions

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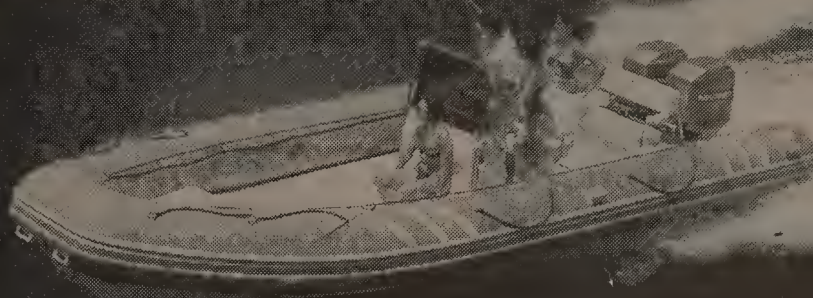
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LETTERS

offshore in large bodies of water, so it is not of special relevance to people who knock about in small harbors."

As for the *Wanderer*, he's perplexed that the Beaufort Scale has endured so long — for the simple reason that the relationship between wind speed and sea condition isn't always direct or immediate. He's been on the ocean, for example, when it had only been blowing 30 knots for an hour, and the seas were still relatively flat. At other times there have been 10-foot seas for quite a while after the wind has completely died.

THE JOY OF SEEING FAMILIAR FACES

I sailed from California late last summer aboard Tom Scott's *Nepenthe* with a dream of cruising the South Pacific. During my months aboard the boat in California and Mexico, I learned so many good things about offshore sailing — and more importantly, about myself. I was sadly disappointed that the adventure came to a premature end, yet grateful for the support of my fellow cruisers and the locals in various towns. As I write this I'm headed north back to California.

I wasn't an accomplished sailor when we left California, and I hope to have a lot more knowledge the next time I start a cruise. This can only come by mastering the skills I only began to learn aboard *Nepenthe*. One of my friends suggested that I take sailing lessons in California and begin racing again. No matter what kind of sailing I do, the experience will help. No matter what, my relationship with the sea is secure and at peace.

While sailing north, I crossed paths with many friends I'd met on the way south. The joy of seeing familiar faces and meeting other new people has been a real comfort to me. I stopped at Phil's Los Pelicanos and she was terrific! I'm happy to report that her restaurant has recovered from the earthquake and is thriving. The restaurant walls are newly painted with more boat logos.

I have several responsibilities to deal with in California, including a 'restart' on my life. Yet I have confidence that with hard work I'll soon be able to return to the sea.

Alice Taylor
Mexico City / Northern California

Alice — We're sorry things didn't work out with you and our good friend Tom, but as nobody knows better than the twice-divorced *Wanderer*, we humans can be pretty strange beasts. In any event, we think you've got the right plan and the right attitude to find yourself out cruising again before you know it.

SOME ARE REALLY CLEVER

Mine is another pro-Phil Bolger letter. Not only does he spell Philip with one 'l' — as do I — but he's a great boat designer with a refreshing look at things nautical.

You may recall the late and lamented — at least by me — *Small Boat Journal*. Each month *SBJ* would have a new Bolger design. Phil called them "cartoons" of boats. A reader would write in and say, "I need a design for a houseboat for San Francisco Bay, blah, blah, blah." Bolger would then come up with something — such as the Barge Houseboat on pages 309-313 of his most recent book, *Boats With An Open Mind*. Perhaps it wasn't exactly what the reader had in mind, but it could certainly do the job he'd outlined in his letter.

While Bolger can draw beautiful boats, it's true that many of his designs are ugly ducklings. Each is designed afresh with a clear eye and a direct approach to accomplishing the design's goal. Sort of a take-no-prisoners approach to getting the job done as efficiently as possible.

Some of the designs are really clever, and one of my favorites is the 'folding schooner'. She's a 32-ft schooner that indeed folds in the middle so you can put her on a trailer designed for a 16-ft boat and tow her with a small car. Bolger towed his with a VW Dasher and stored her in a single car garage. He even went so far as to write class



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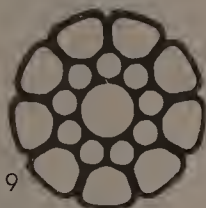
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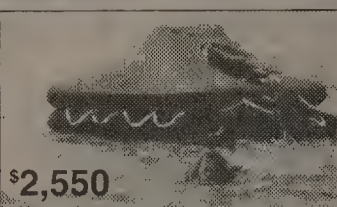
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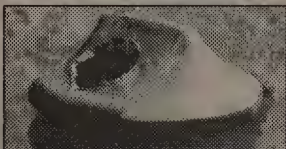
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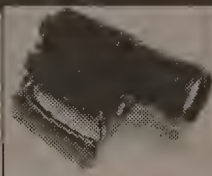


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LETTERS

rules for the schooners. Concerned that the boats might be built too lightly, for example, one of the class rules is that a hull must be able to withstand a barefooted kick as a way of certifying its strength.

This brings me to *Loose Moose II*, which you ran a photograph of several issues back. The original *Loose Moose* has two or three Atlantic crossings under her hull, plus a couple of years of European canal time. She's the stuff of dreams for many, as she was built in six month's time almost entirely by one man.

When I get depressed I think about ordering a couple of units of A/C plywood, a drum of epoxy, renting some covered space, and having at it. A company called Common Sense Designs in Beaverton, Oregon sells many of Bolger's designs, including the *Loose Moose II*. As I recall, the plans are about \$150 — unless the owner Bernie is having a sale. I bought a set just to see how it would go together — and to assuage the depression monster.

Incidentally, Bernie has given the name Advanced Sharpie 39 to the *Loose Moose II* design — probably in a fit of marketing mania to act as 'big brother' to Bolger's Advanced Sharpie 29. After you have seen *Loose Moose II*'s plans, you will find yourself dangerously thinking, "You know, I could build this" — at which time you're likely to be in trouble. You have to constantly watch yourself when approaching lumber yards with money in your checking account.

Bolger also did a boat design called *Ataraxia* — which means calmness untroubled by mental or emotional excitement. She's a boat with approximately the same dimensions as *Loose Moose II*, but designed and built to the other end of the economic spectrum. *Ataraxia* isn't a beautiful boat either, but she's not as homely as *Loose Moose II*. I wouldn't mind putting to sea in either one.

P.S. Reading between the lines, it looks as though I may have another crack at helping sponsor yet another Baja Ha-Ha this year. Maybe I'll even be able to make it to one of the parties!

Phil Smith
Data Rescue Services
San Francisco

Phil — We're obviously impressed by the fact that people have sailed the various *Moose* across the Atlantic — nonetheless, we're glad we weren't one of them. There's enough uncertainty in life as it is, so when the wind and sea turn gnarly in the middle of the night, we want to be on the best boat we can afford, not just a "clever" boat. But then that's our personal bias.

And call it vanity if you will, but we want to be aboard a good-looking boat, too.

As for the Ha-Ha, it indeed looks like your Data Rescue Services will again have the opportunity to be a contributor. See the following letter and Cruise Notes for details.

WE HOPE THE HA-HA CONTINUES

I read with interest your note in your last issue regarding the continuation of the San Diego to Cabo San Lucas Cruisers Rally, known as the Baja Ha-Ha. You indicated that you're interested in seeing the event continue but wanted to know how the liability potential could be limited. There are a number of ways to do this. What follows is my recommendation.

First, set up a corporation — either a California general corporation or out-of-state corporation — to organize the event. This entity could be Baja, Inc. or some other such name, whose sole purpose would be to organize this rally or perhaps others similar to it. The corporation could also be set up as a non-profit organization; however, that requires a great deal of legal work. A straight, standard general corporation could be set up for approximately \$1500. Annually it would have to pay a tax on its profits or a franchise tax of approximately \$700.

This entity could obtain liability insurance and therefore, if it was sued, the liability carrier would provide a lawyer as well as any indemnity defense. More importantly, this entity would have no assets

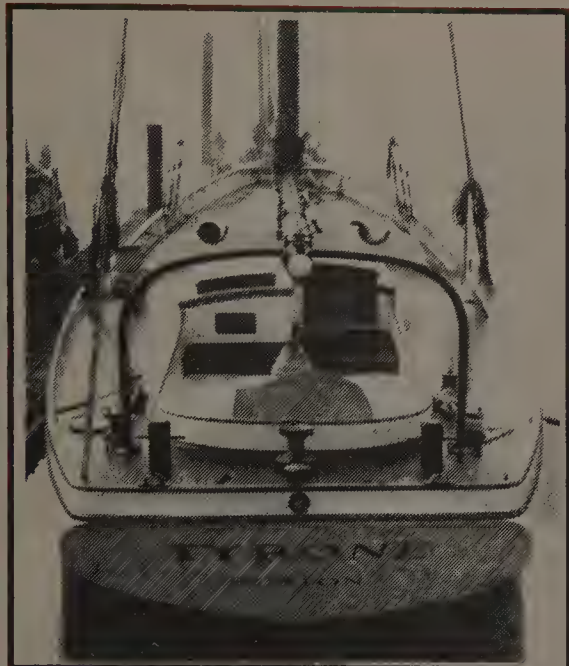


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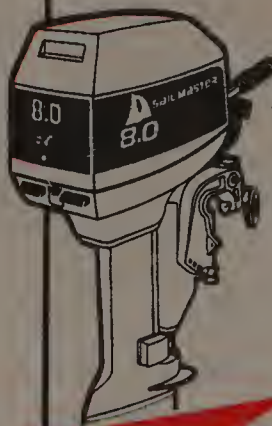
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LETTERS

other than those funds which are collected to do the rally and keep it in business. It could be capitalized from a loan which would then be paid back by funds collected from the first rally.

If the officers and directors of this entity were extremely skittish, they could purchase insurance to protect themselves. However, I believe that this would be unnecessary and the general liability coverage would be sufficient.

I firmly believe that the general liability insurance would be relatively inexpensive due to the limited nature of the event coupled with the fact that the participants would execute waivers in order to participate. All of this, I believe, could be accomplished relatively simply and inexpensively. It would provide a vehicle to insure the continuation of the event which your organization so admirably started two years ago. It would be a shame to see it terminate because of potential liability issues.

Your organization would be totally isolated from liability if its role were limited to being a publication which announced the event and covered it as one would cover any other newsworthy event. If you took it a step further and were a sponsor, I still believe that no liability would attach and that sponsorship would be limited strictly to a donation of shirts or something else that bore your organization's insignia and hence is more in the nature of advertising your publication than sponsorship.

A final thought is that the entry fee should be raised — perhaps to \$150 per vessel and \$15 per person. This should more than cover the cost of the event, and the corporation could hire an event coordinator for the three months preceding the event to tackle the tedium surrounding the planning of the logistics. We believe there are numerous people who would be willing to undertake this task on a limited basis for fair compensation.

If the event were limited to 100 boats paying \$150 per vessel, that would be \$15,000. If each vessel had an average of three people on it at \$15 per person, that would be an additional \$4500. With approximately \$20,000 per year contributed to the event, we believe that all expenses should be covered, a staff person could be obtained, and necessary insurance purchased.

We certainly enjoyed the inaugural event in 1994 aboard our Hans Christian 48 *Bravura*. We hope that the event continues in the future and we would be pleased to lend any assistance we can in that regard. Keep up the good work.

P.S. Bravura is still in La Paz enjoying the hospitality of the good folks at Marina Palmira. We could not be more pleased with the facilities, the accommodations and the rates. We pay \$430 per month — which is approximately half of what we were paying in Southern California to berth *Bravura*. The best news is that good Mexican beer is approximately 2 pesos a bottle — or less than 25 cents. Why we are here practicing law, I can't figure out.

Robert M. Granafei
Orange

Robert — We greatly appreciate both your advice and encouragement. You are correct that liability insurance for both the event and directors is available at a reasonable cost; in fact, it was obtained for the first two runnings of the Ha-Ha. But like most non-lawyers, we don't feel completely safe from the legal system no matter how much insurance we buy.

We've spoken informally with several other lawyers, all of whom have suggested a corporation structure such as you recommend. Fortunately, we've also been contacted by some other organizations interested in seeing the event continue. One is the Pacific Cruising Association, a non-profit organization incorporated in 1972, that is interested in hosting the event. Second, the Mexican Marina Owners Association have said they are committed to seeing that the event not only continues, but also has subsequent rallies to places like La Paz, Mazatlan, PV and Z-town. As such, we can virtually guarantee that there will be a third Ha-Ha starting on November 3 of this year.

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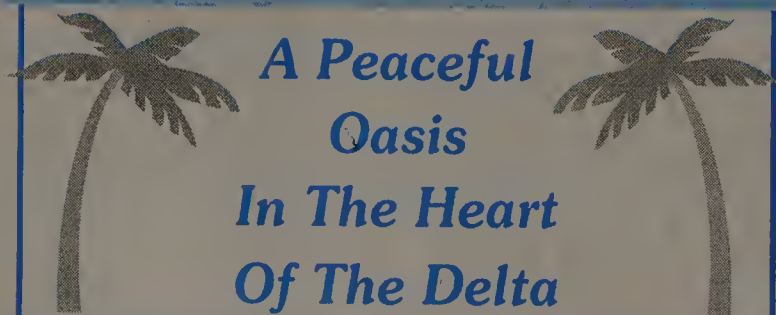
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As for increasing the entry fees and instituting a charge per person for crew — we personally don't feel that it's necessary and/or desirable. We think it's important that the event retain a 'nothing too serious' nature, that each participant volunteer to help in some way, and that nobody feels like they can't afford it. And we feel the only way to do this is by keeping the price ridiculously low and the organization extremely simple. Having done two of them now, we think we've got it sussed.

In any event, thanks to the help of folks such as you, we think this popular event will not only survive, but thrive.

ONLY ONE INTERESTED IN HANDLING THE SAILS

The following is based on a four-person cruise to Mexico last year just a couple of days ahead of the Baja Ha-Ha fleet. It's such a typical pathetic-comical caricature of real life that I couldn't resist writing it. I purposely left out all the names and boat references — but it's all true!

When we boarded the boat in San Diego, things looked promising. The crew consisted of El Capitán, whose only noteworthy virtue was that he owned the boat; La Muchachita, whose greatest virtue was undoubtedly her golden body, but who also possessed some culinary and nautical skills; the other gentleman, whose two main virtues were that he'd read the manuals for all the electronics onboard, and that he had impeccable poise — which allowed him to assess the situation and stay outside of the fray. And then there was myself; I seemed to be the only one interested in the handling of the sails, the setting of the self-steering vane, and the washing of pots and pans that La Muchachita fearlessly piled up.

It soon became clear that El Capitán would be permanently incapacitated by one of two causes: either *mal de mer*, which prevented him from doing any activities other than sleeping, eating, and playing with his computer or with La Muchachita, or the sight of La Muchachita's body, naked or in a swimsuit, which prevented him from doing anything but ogling.

El Capitán and La Muchachita shared the forward cabin behind closed doors. They also shared a double sleeping bag — in the cockpit — with no doors. Except for the fact that we performed most of the work necessary for life to continue onboard, the other gentleman and I didn't seem needed.

When El Capitán and La Muchachita whispered and conferred secretly in the farthest corners of the boat, I told the other gentleman that I smelled something fishy. When we arrived in Cabo San Lucas, El Capitán provoked as much friction as possible in the hope the other gentleman and I would leave. When this didn't do the trick, he used stronger and more effective measures.

Could it be he wanted to get rid of us because after Cabo the passages are shorter and crew becomes superfluous? El Capitán no doubt assumed that the prospect of having the whole boat for just him and La Muchachita would be all that was needed to nail the heart of this women with the golden body. Unfortunately for El Capitán, La Muchachita had the tormenting habit of visiting all the boats in each anchorage — including those crewed by young, single male sailors.

La Muchachita's heart was not ready to see its freedom limited — not even in exchange for a boat she could have all to herself. Why? Mainly because she has a suitor with a boat awaiting her in San Francisco. Soon after El Capitán kicked us off the boat, La Muchachita left him. I can only imagine where the poor Capitán may be now, obviously trying to find someone to help him with his boat.

Name Withheld
Northern California

Name Withheld — Let's see if we got this straight: The owner — who kicked you off the boat in Cabo — is a weak incompetent whose brains dangle from between his legs. His love interest is not only an exhibitionist sex object who likes to sleep around, but she also makes a mess in the galley. The other guy is an electronics nerd who didn't

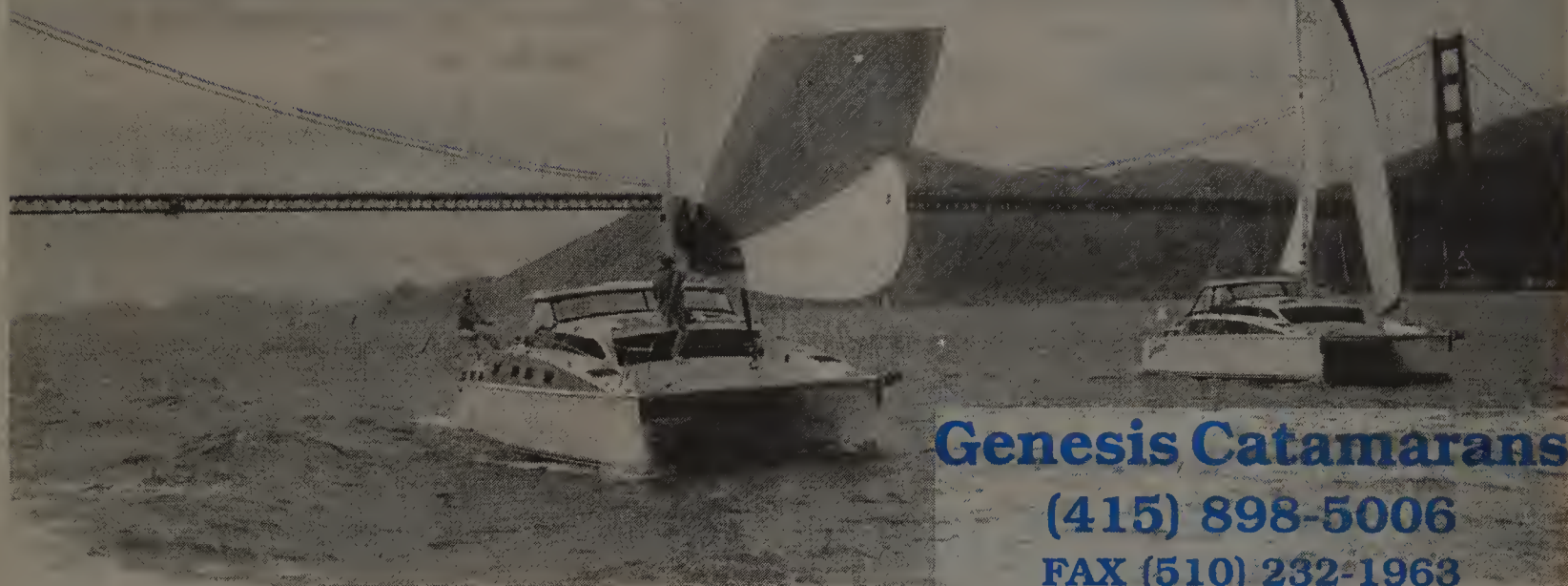
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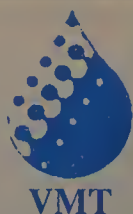
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LETTERS

have the backbone to correct the behavior of the love nuts. And then there's you, the heroic sailor without whom the boat never would have made it to Cabo.

We're certain you've been objective, nonetheless we sense that you begrudge other people their pleasure and take glee in their sorrow.

Is there anything wrong with a guy just because he owns a boat and is in love with a woman with a beautiful body? Especially a guy who was apparently willing to let you have most of the fun sailing his boat? Personally speaking, we hope he's having a grand time sailing wherever he is. As for La Muchachita, there's nothing wrong with having a lovely body and working hard in the galley — is there? We hope she keeps her lovely figure forever — and decides to sail with us until she finds the love she appears to be searching for. As for the electronics nut, thank goodness somebody reads those manuals. Wouldn't it be cool if his knowledge enabled him to help some cruiser out of a jam someday? We hope he's running a cruiser net in the tropics.

As for you, our hope is that you can quickly come to the realization that the surest way to personal happiness is to wish the best for everyone — even those who rub you the wrong way. Paging through a book on Buddhism couldn't hurt.

⇕HIDE, OBFUSCATE, BELITTLE OR IGNORE

I'm writing in response to the March letter from Valeria Kleyn, who complained that three Mexican custom officers tried to extort \$300 from her at a provincial checkpoint. At the time she was taking a bus — and carrying boat parts — from San Diego to San Carlos on mainland Mexico.

In the past *Latitude* has berated people for writing things that you thought were incorrect, lies, or the result of muddled thinking. Now it's your turn to be berated. People should know truths that you and a local chandlery — both with related interests in folks going cruising in Mexico — hide, obfuscate, belittle or ignore. So let's stop pussy-footing around.

I and a lot of other old hands have reduced the smart advice to one sentence: Don't go to Mexico! Why? Because you might lose everything you take there. In an informal survey of veteran members of the diplomatic corps in Washington, D.C., Mexico was almost unanimously voted the most corrupt country in the world.

I speak Spanish and worked in Mexico aboard a banana boat. And when I was old enough to get my driver's license, I drove to Tijuana and played jai lai on weekends. I also had a colonial there and many Mexican friends. I miss Mexico very much because the people are so great.

However, Kleyn is incorrect when she concludes that "Mexican Customs officials can be extremely dangerous." The truth is they can be extremely threatening. For one thing, their wages suck. All of them over 30 years of age have six kids to support on less than \$300/month. That's not enough and somebody has to pay. That 'somebody' is us.

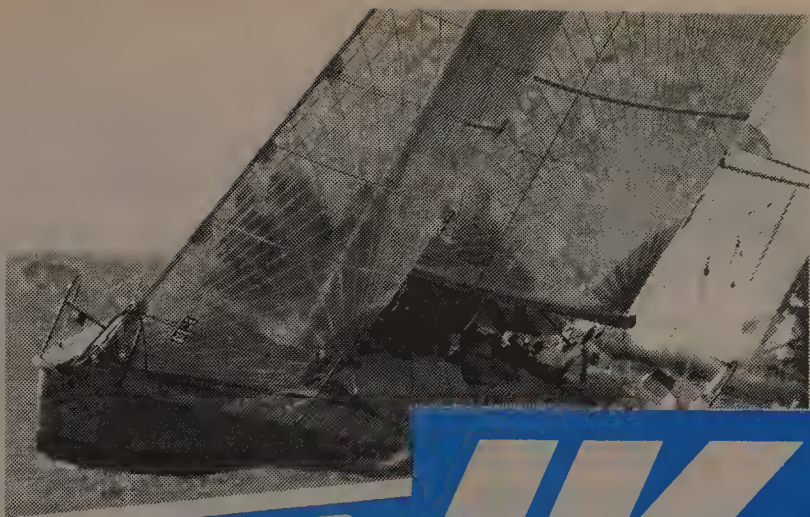
P.S. A side benefit of avoiding Tijuana is not having to deal with the malicious misfits who make up a sizeable portion of the U.S. Customs staff at the border.

Michael Burkhardt

I Think I Can, Catalina 27 Mk II
San Diego

* Michael — In our opinion, the United States is at least as corrupt as Mexico — although in different ways. Mordida has been part of the Mexican and Latin culture for many years, and people 'profit' from it at all levels of society. In the United States, corruption is much more the private reserve of special interest groups, government officials, and the legal system. The corruption in our country doesn't seem bad to us because we're accustomed to it. But based on our experience, we'd rather take our chances with a Mexican customs official than,

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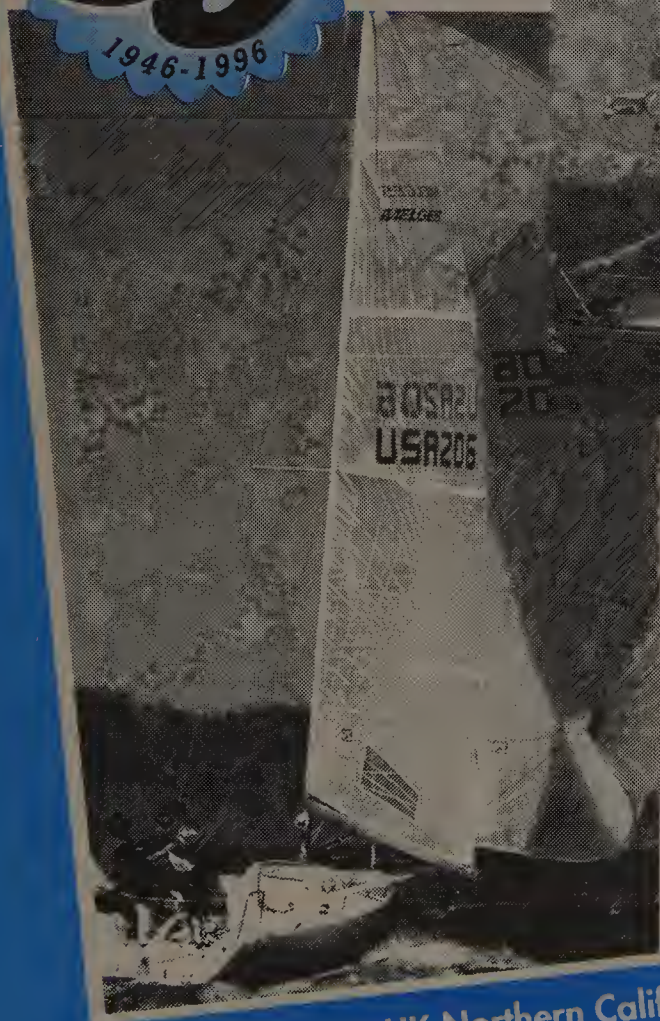


Daniel Forster photos

TOP: An 11-Meter One-Design with lightweight Technora sails reinforced with high modulus Kevlar 49 Tapes.

ABOVE: Margaret Gokey's B25 *Bloodvessel* racing in Key West. Her inventory was made with Carbon Fiber tapes on a Technora base fabric.

LEFT: The Melges 24 *Sabotage* uses working sails made with polyester tapes on a polyester/mylar laminate to meet the one-design class rules.



Eric Simonson photo

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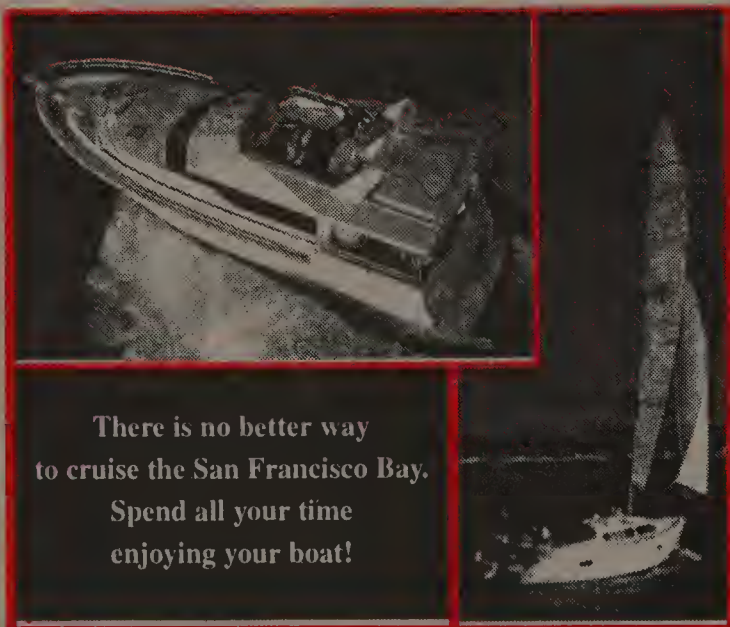
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LETTERS

say, the American legal system.

We suppose it's true that you could "lose everything" in Mexico — but is there any empirical evidence to support that it's happened? If there was, we doubt that hundreds of people would sail to Mexico each year, with many of them leaving their boats there on a semi-permanent basis. If you know something we don't, you should share it with us. Then again, you have a geography problem. Apparently you didn't realize that Tijuana — like Cabo San Lucas — is located in Mexifornia, not Mexico.

It may also come as news to you that there was a huge change in Mexican customs about two years ago. Literally overnight, then-President Salinas fired every customs official in Mexico. He went on Mexican television and asked what you'd do if you had a company and found that your employees were stealing from you. Would you investigate for months or would you fire them all? Obviously, Salinas took the latter option.

Salinas brought in all new customs officials and officers. These customs employees are — compared to others — very highly paid and know they will be fired for the slightest irregularity. In addition, customs employees were given new uniforms to look less like the military, and were trained to give visitors a warm welcome to Mexico and professional treatment. "It's a totally different deal now," says Randy Short, who has done a lot of travelling in Mexico before and after the change.

Ms. Kleyn indicates that the customs officials that tried to extort her were wearing beige uniforms — which are out of date. We can't help but wonder if three guys out in the boonies weren't 'freelancing' while wearing old uniforms. Such activity isn't unknown in the more rural areas.

⇓ MY MSD TYPE II WORKS GREAT

In a recent issue of *Practical Sailor* there's a letter from a reader who wants to pump overboard when he takes his boat to the Bahamas. They rightly inform him that it is not a great practice to pump overboard and that he has options in replacing the head with a new one that will also kill feces bacteria.

It's about time that the issue of overboard 'black water' waste be faced. I believe it should be a federal mandate that all new boats of any size with built-in toilets have a treating system, and as time goes on, existing boats could be brought into compliance. There would be, for example, a two-year grace period until all existing boats over 50 feet had to be so equipped, then another two years until all existing boats over 40 feet be so equipped, and so on. The treatment systems aren't expensive currently, and they would drop even more from volume production. By the time boats under 40 feet were required to have them, the price would have really dropped.

I have a 10-year-old Mansfield CDX system (MSD Type II, Coast Guard Approved) on my 39-foot Gulfstar Sailmaster. It has worked fine for 5 years of winter season cruising. To be blunt, I don't pollute anybody's water, so why should anyone have the right to pollute mine? One of the major reasons cited in trying to restrict anchoring is pollution. This would certainly take one issue out of that discussion.

I have not spoken to new boat manufacturers, but shouldn't they be doing this anyway? If Bayliner, Catalina, Hinkley, SeaRay, Tartan and all the other major boatbuilders all made this equipment standard, it sure would start to bring the subject of marine pollution to an end.

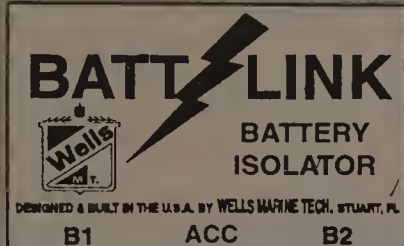
I also think it's time to have better mariner education and licensing. A surcharge of \$500 to \$1,000, based on a boat's size and horsepower, should be added to every registration or documentation of a vessel whose owner has not at least attended and passed a Power Squadron or Coast Guard Auxiliary basic exam. The collected money could be spent on greater boater education. If boatowners didn't want to take the course, they'd just have to pay the surcharge. I would also like to see it required for spouses and kids over 15 — but let's at least start with the owner. It would not be a cure-all for stupidity, of course,

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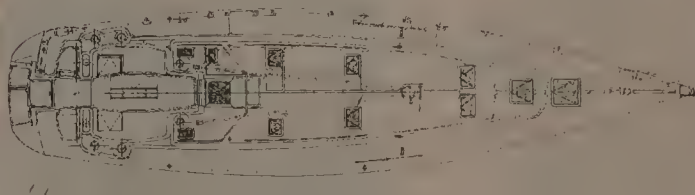
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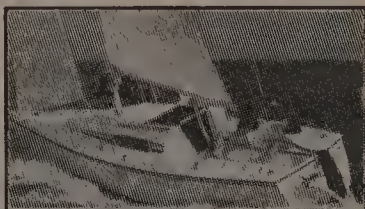
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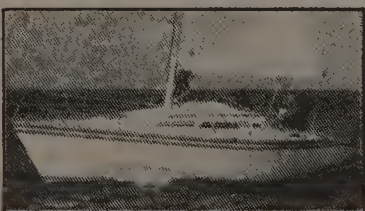
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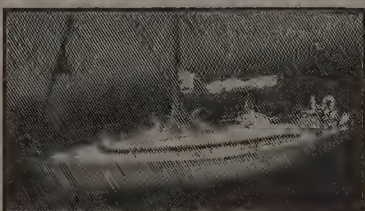
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LETTERS

but nothing is.

I don't want government looking over my shoulder, but when people write to ask for advice on how to pollute, and when the general level of boating knowledge is so low, I don't feel that the above solutions are so obtrusive. In fact, I feel they might fend off greater intrusions in the future.

If I'm out of line, please say so. However if something sensible isn't done about these two issues, Big Brother and do-gooders will eventually move in a direction that would make my suggestions look simplistic. Try sealed systems for black water, and pump out for grey water only, and strict licensing.

Wm. L. Sloan
Portland

Wm. — Did the guy want to pump his poop right off the beach at Paradise Island, Nassau, or out on the banks 100 miles from the nearest human? We think it makes a difference.

We're no poop experts, but we imagine there would be a terrible outcry if the current international regulations regarding poop discharge from boats were inadequate. But no matter what, we salute you for leading the way in 'clean' sailing. You've got some good karma coming your way.

As for surcharges on boat registration to finance mariner education and licensing, we're dead against it. This is based on our heartfelt belief that the government is the most bumbling, inefficient, fraud-ridden entity around. As far as we're concerned, all government control and authority should be turned over to Costco.

⚡ THE TAX COLLECTOR WILL DO NOTHING FOR YOU

In recent issues, I've noticed letters from people who've had problems with Los Angeles County taxes — specifically, the county assessing personal property taxes on boats that have been out of the country for a year or more.

I had the same problem a couple of years back. It was my experience that it's difficult to clear up such problems without appearing in person. But if you have to try to do it from a distance, be sure you are talking to the right office.

There are two offices — the Assessor and the Tax Collector — and people sometimes confuse them. The Assessor determines how much tax is owned on what property, then the Tax Collector's office does everything they can do to collect the money.

It's important to know that communication between the two offices is one way. If there is an incorrect assessment, the Collector will do nothing to get it cleared up for you. The Assessor's Office has to fix the problem in the first place or you'll never get the Tax Collector's office off your back.

If the situation has gotten to the point where taxes are delinquent, you should also be aware that this will show up on your credit report — even after the problem has been fixed.

Alan Reed
Huntington Beach

⚡ SHE CAN MEASURE MY PRISMATIC COEFFICIENT

I'm replying to Suzy O'Keefe's letter on page 56 of the January issue. It was a typical Thursday morning and I was sitting on the thunder mug before my shower, on my second cup of coffee, reading the Letters section of *Latitude*, when I spotted the letter from 'Cruise-A-Holic' O'Keefe. "Wow," I thought, "my prayers are answered. Someone who loves and lives to see the world from an unstable platform. Who could this Suzy O'Keefe be?"

Dropping everything, I turned to the countertop on my left and shuffled through all of my past issues of *Latitude*, desperately looking for the December issue in hopes of finding the face of the Cruise-A-Holic. My mind envisioned an angel of breathtaking beauty with a beckoning look that was meant for me. I was in a panic to find the December issue at once!

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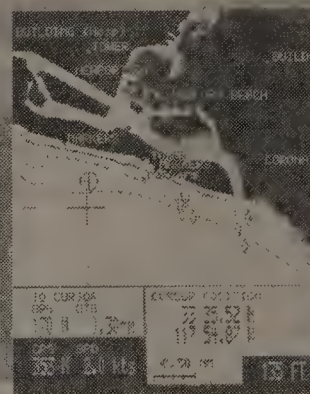
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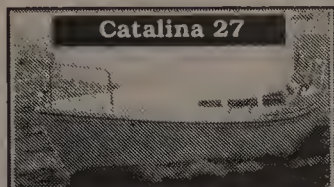
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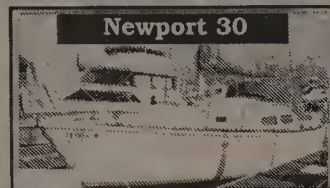
Catalina 27



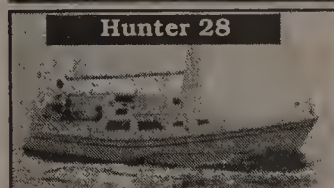
Catalina 30



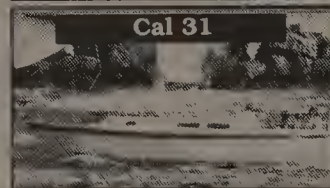
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LETTERS

Can you imagine my despair and depression when I discovered that all I was rewarded with was a photo of Suzy's 'ribbon holder' — as shown on page 97 of the December issue. Damn, nothing but a 'ribbon holder'!

Now I'm not put off by Suzy's 'ribbon holder'. As they go, Suzy's gets a USDA Grade A approval from me. However, in the future I would appreciate it if Suzy could forward a picture to *Latitude* of the entire 'ribbon stand' for all of us to view. And if Suzy ever brings her 'ribbon holder' here to Newport Beach, I would appreciate it if she would contact me so I can personally view it. If she likes, she can measure my prismatic coefficient and disp/length ratio. Ha!

Rick Schreiber
Newport Beach

ESPECIALLY PHYSICAL CONTACT

We're currently hanging out in the Bay Islands of Honduras, watching it rain and doing initial research for a book about dolphins. This will be written from the layman's perspective, not that of the scientist. While we plan to review current research, we'll also get into mythology, ancient history, physiology and risks to the dolphin population.

An area of major interest to us is anecdotal or first person accounts of dolphin encounters, unusual observations, and especially physical contacts. We believe that these are much more common among cruisers than is generally known. We would also be interested in photographs which would be suitable for publication. To use these we'd need the photographer's written permission to use the photo. They'll be credited in the text.

Incidents of dolphins being killed as a food source either by humans or other predators would be of special interest. Please cite location and time of year. The species of dolphin or porpoise is not important.

Please send information to: Roy and Carol Roberts, Aboard *Wanderlust II*, c/o Moody, 3174 Central Avenue, Spring Valley, CA 91977.

Roy and Carol Roberts
Spring Valley

DON'T EQUATE DOLLARS WITH QUALITY

While travelling in Europe, we've seen many great things. As such, I'd like to call you to task for your assertion — which is very American — "that the U.S. is the best place in the world to buy marine gear because we have free markets."

Working in the marine industry up here in Seattle, I've learned the following:

1) That we in the U.S. have the *cheapest* marine gear in the world — and I'm not referring to price when I say that. I have to admit that hardly any of the customers I come into contact with care more about quality than price.

2) About 99.99% of all the boatbuilders in the United States have gone out of business. If your assertions about free markets is true, how do you explain this?

3) The average life of a company in the marine industry is now three years, down from 11. This is due to monopolistic practices of large companies buying smaller ones.

5) The Europeans still have their small marine industries. This means you can still get parts for boats that were built 50 years or more ago. We have customers who fly to Europe to get parts.

The Europeans pay three to four times what we do for their marine equipment, and it's clunky looking. Just check out the boats along the Baltic. But it works, and you can get parts.

Lastly, I'd like to pass along a personal story. While I was a teacher at a military school in Europe, a man came to my classroom to speak about summer jobs. He said that the East Germans sold cars for less than they cost to build; I was taken aback. The reasoning was that if the government subsidized the car, people had work, there was a

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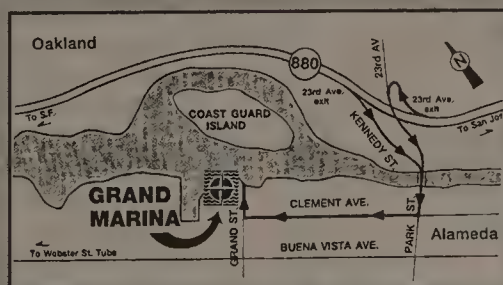
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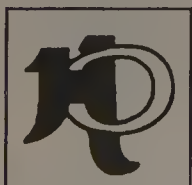
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LETTERS

product, people bought the product, and used it — even though it wasn't a good product. But now we subsidize the same people with unemployment and there isn't even a product. Which is better?

Unsigned
Seattle

Unsigned — Your letter was more than a little unclear, but we hope we edited it to get your main points across.

To answer your final question, we think our relatively free market system in the United States has proven itself superior to the East German system — which fell on its face. Sure we have economic problems here — but we're also the only country whose impoverished class consists mostly of people who've overindulged in food, alcohol or drugs — or all three — and/or who simply aren't interested in education or working.

One of the big reasons most U.S. boatbuilders aren't around anymore is that the products they built were too durable for their own good — and their products continue to nearly saturate the demand for boats. Look out on the Bay, down in Mexico, or in the far corners of the world, and you'll see folks having great times aboard boats that were built in Costa Mesa 25 years ago. New manufacturers have a heck of a time competing with decent boats that were built when labor and materials cost a fraction of what they do today.

The second major reason boatbuilding went offshore is that the economy became global and foreign labor was a heck of a lot cheaper. But in the last decade or so, the remaining American manufacturers have made their operations more efficient and are offering more of what customers want in a boat. The survivors seem to be doing reasonably well.

Based on our international sailing and marine shopping experience, we've found American marine products to almost always be excellent values: good to very high quality stuff at reasonable prices. While travelling through Spain, France, Italy, Greece and Turkey, we had an opportunity to compare the price and quality of marine gear. It was the only thing that made us homesick!

The same Garmin 45 GPS that we'd paid \$300 for was retailing all over Europe for nearly \$800. As for standing rigging, it was either very hard to find, of inferior quality, or outrageously expensive. As for sails, winches, or even entire boats, they were very dear. There wasn't one marine item we saw in Europe that we couldn't buy a better version of for a lot less money back here in Northern California.

As for customer support and service, there's no place like home. Just try to find a place in Europe that will guarantee 'satisfaction or your money back'. The 'customer is king' in America; in Europe he's a miserable supplicant who may or may not be allowed to fork over his money.

Having said all that, we might have to modify our statement a little. The United States is probably the best place in the world to buy marine gear — except possibly for New Zealand, which might be better in a few areas.

↑↓ SINGLE WOMAN WHO LOVES SAILING

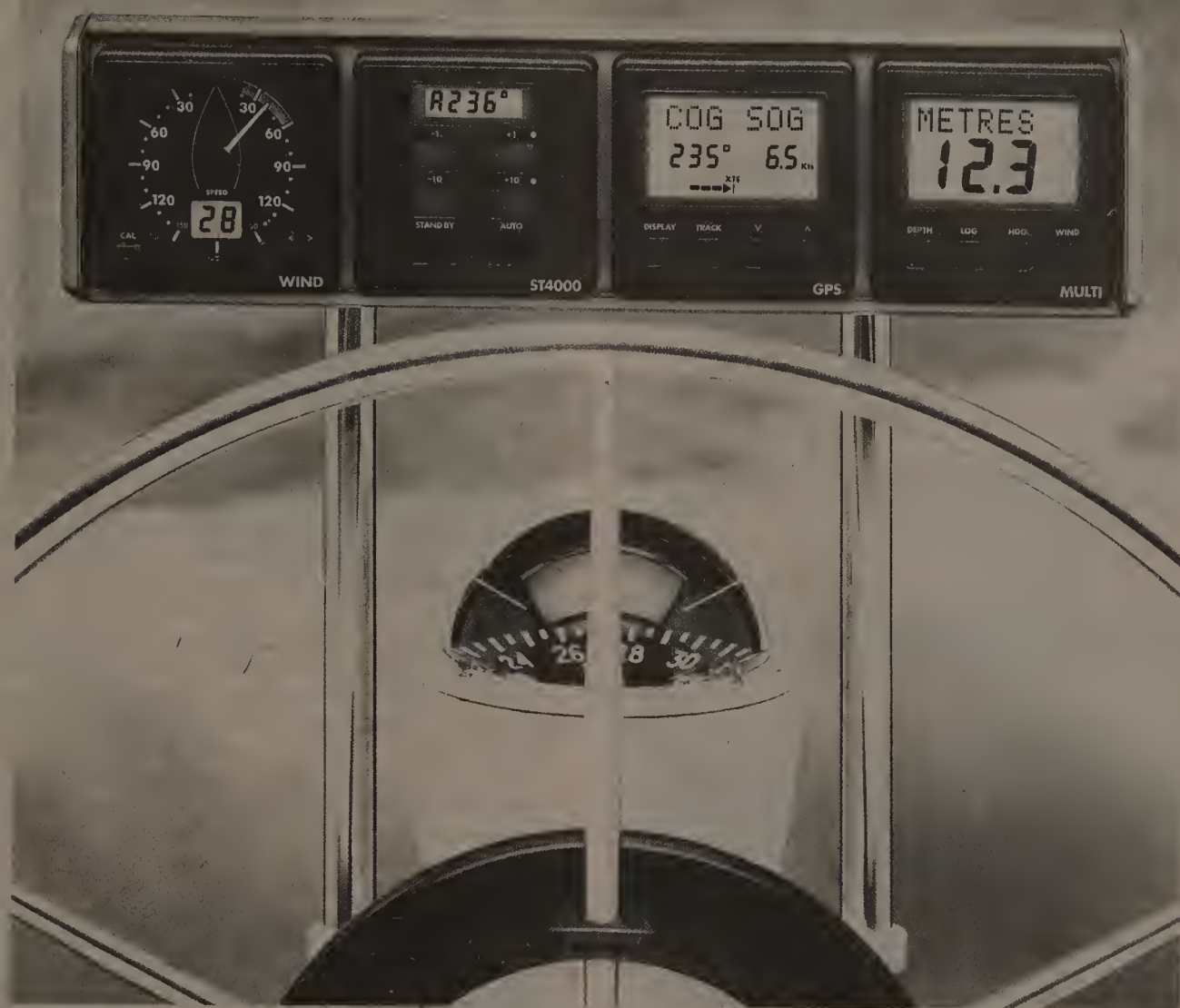
As I write this, it's 0700 on a calm day at anchor in La Paz. A novice sailor who was bit hard by the incurable sailing bug while on a charter in Greece, I wasn't sure what to expect from *Latitude's* Mexico Only Crew List last fall. But I wanted to expand my sailing skills and have a little fun by crewing in Mexico. So after I picked up the October issue with the Crew List listings, I got busy contacting skippers to see what possibilities there might be.

(I'd like to suggest that you publish the Crew List in September, because many cruisers have already headed out by the time the October issue hits the stands. And even if they haven't left, it doesn't leave much time to meet with them — let alone arrange for a couple of sailing dates.)

Being a single woman who likes to sail and who is adventurous enough to spend a few weeks with a stranger — some stranger than

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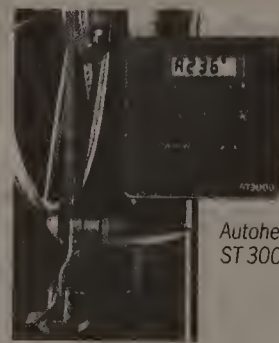
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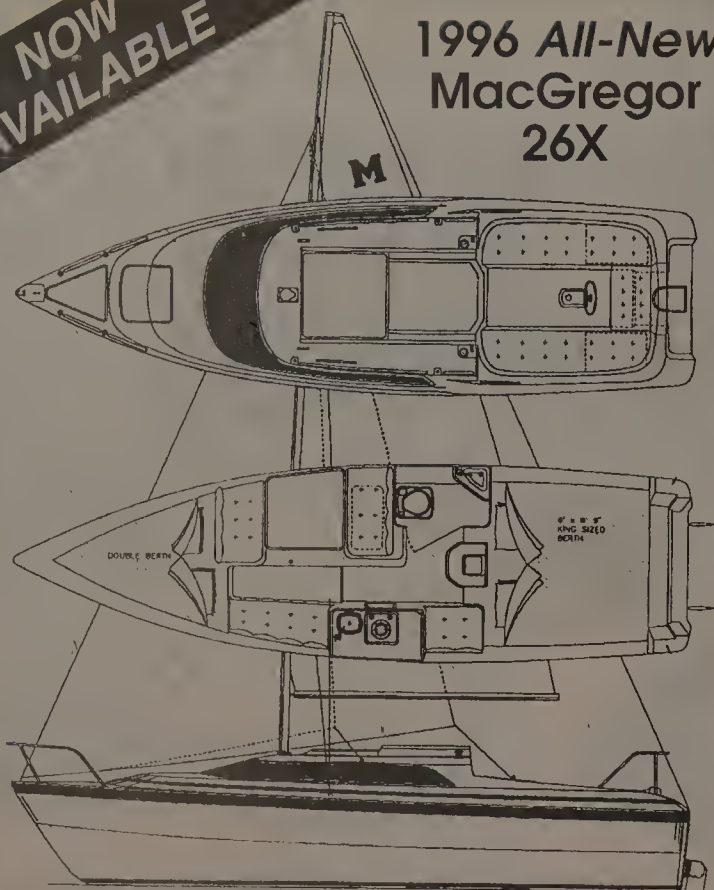
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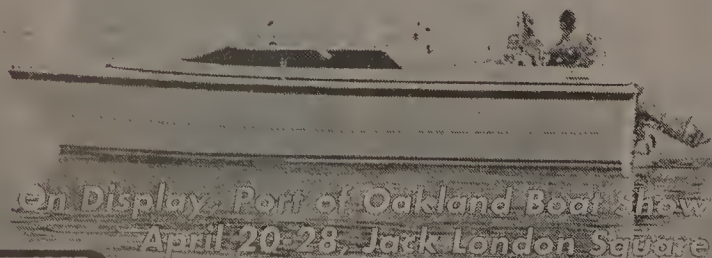
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LETTERS

others — I found that I had several opportunities to choose from. After meeting and talking to several skippers, I felt most compatible with a well-known 'wag' who said that he valued intelligence and humor in potential crew — important attributes on my list also.

Communication with cruisers in Mexico can be erratic, and it's through my attempts to contact The Wag that I got my initial inkling of the nature of cruising. Our original plan was to meet in Zihuatanejo, but because of a transmission breakdown and a sail into La Paz for repairs, the plan was changed to meet in Puerto Vallarta. Then it was changed to fly into La Paz and out of Manzanillo. The still current and maybe final plan has me flying out of La Paz. I don't know if it's just La Paz, but cruisers seem to have an extremely difficult time reaching escape velocity there and getting away from its gravitational grip.

As The Wag got stuck in La Paz, he and I had a great chance to get to know each other better . . . by exchanging faxes. I must warn others who might use telecommunications as a means of getting acquainted that since there's no awkward face-to-face contact, it's easy to get wild and crazy over the fax. I could go on about that, but *Latitude* isn't that kind of magazine, is it?

Once I got to La Paz, I found that life in Marina de La Paz is somewhat like living in a college dorm. Daily life is very social, and it doesn't take much to convince people to say *manaña* to their chores and start a party. The Wag, being an experienced cruiser, bought a couple of extra cases of Pacifico shortly after my arrival and invited everyone over for liquid refreshments. With all the reciprocal invitations, our social calendar was kept full.

We actually achieved escape velocity once and spent a few orbits at Isla Partida. While there, we heard a report on the *Sonrisa* net that a young elephant seal was learning how to mate at Isla Islotes, traditional home of many sea lions. When the seal lions would have nothing to do with him, he reportedly tried mating with snorkelers and divers! We dinghied out there, but apparently arrived after this particular elephant seal had found a date and taken off. However there was no shortage of romantic young sea lions.

Except for a few tense moments — like the accidental jibe I made (it was a wind shift, I swear!), and a clogged head (I didn't even use it that morning) — The Wag and I have gotten along quite well. He did mention, however, that we need to go into the marina today so that he can beat his hose against the dock.

All along, I have been learning the fineries of cruising, such as pumping the bilge, and the care and maintenance of marine septic systems. The most important thing that I've learned is that cruising has very little to do with sailing. It's also a lifestyle that requires that you be somewhat self-sufficient, able to get along with others in close quarters, and have the ability to create your own entertainment. You also need to be flexible. If you're the kind of person who requires complete adherence to an itinerary, forget it!

I've done my part as dedicated crew, as I have kept the fridge stocked with cold beer and put together several gourmet meals using existing supplies of canned goods while cooking in the nude. However I blistered my belly and was wondering if Jim Brown of *Already There* in Richardson Bay has any of that salve from the free clinic left. If so, might he send it with the next cruiser headed for La Paz. Oh well, never mind, I'll be back to the four letter 'w' word by the time it would reach La Paz.

P.S. Do you know anybody who would like to buy a wholesale plant nursery?

Bobbi Coggins
Pacific Grove

Bobbi — Fascinating letter. Our only comment is that for many people — particularly those who've never seen La Paz — cruising does involve a significant amount of sailing. We've been to lots of great places on boats, but we've never seen a port that could hold a candle to the open ocean.

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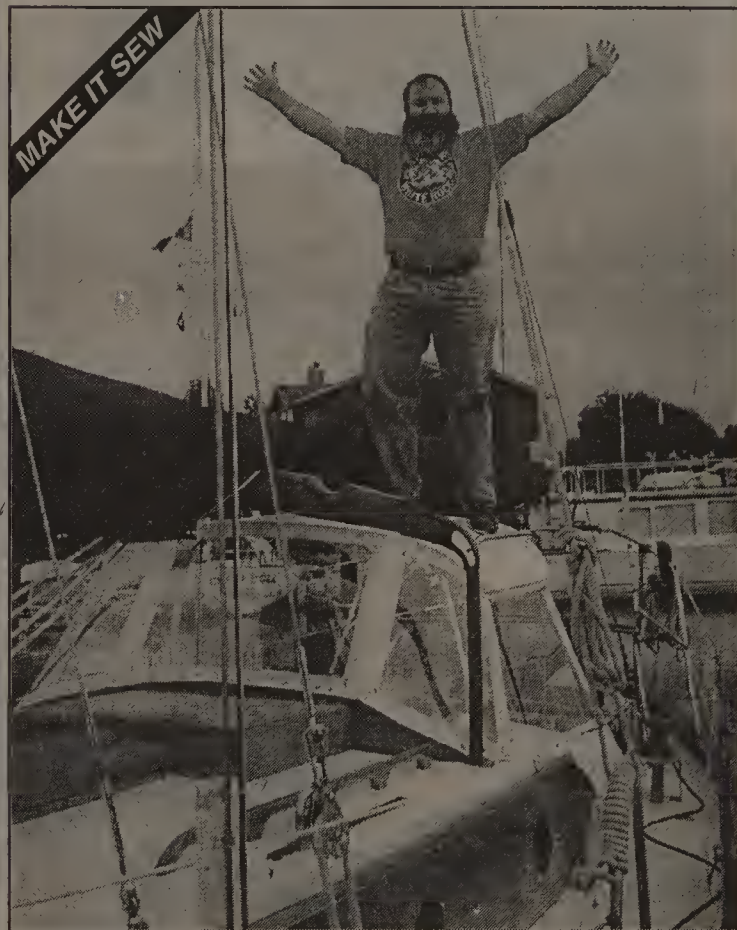
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LETTERS

LOOKING FOR A NEW DINGHY

We and our Passport 40 *Dreamer* are alive and well on the east side of Fiji, where we decided to stay over during cyclone season. Our decision to stay was based partly on our late departure — late July — from New Zealand to begin the season, and partly on our refusal to go back to New Zealand as long as they keep their — you supply the adjective — Section 21 'safety rules' in place.

We spent last cyclone season in Nelson, New Zealand — and it's a terrific place. You do have to endure the Tasman Sea and the western side of the Cook Strait to get to and from Nelson, but we managed both trips without incident — despite leaving Nelson late in July when there was snow on the peaks. It was a beautiful sight — although a bit cold. We had 10 days on the wind — anywhere from 15 to 38 knots — getting there, and four days on the wind when leaving. When you're at latitude 41°S during the southern hemisphere winter, however, you don't mind northerly winds — not when the alternative comes from Antarctica.

Fiji has been enjoyable as usual, and so far there hasn't been any serious weather in the area. The east side of Fiji doesn't get too many cruising boats during this time of year. We're only aware of about eight, so there should be plenty of room in the best hurricane holes if the need arises. We're in Savusavu right now, and it's only a day's sail to two really good hurricane holes. It's a bit hot and we've both now realized that our cabin fans are another piece of critical boat hardware.

Now to the main reason for our fax. We're looking for a new dinghy to replace our 12-year old Avon 3.1, something a little larger that will handle a 15 hp outboard. One of the ones we're looking at is an AB 3.501 foldable model, which is 11½-feet long. While paging through your back issues, we noticed that you guys purchased one for Big O, perhaps a RIB model.

We'd appreciate you giving us your impressions of the quality of the AB line of inflatables, especially the roll-ups. Such things as the quality of material, workmanship and construction. Also, their durability and anything good or bad you've heard about them.

Roger and Debbie Cason
Dreamer
Sausalito

Roger & Debbie — It's great to hear that you folks are still out there and actively travelling around. We envy you.

Our first AB inflatable had a then-common defect which allowed water to get inside of the fiberglass bottom — ours is not a RIB model. Budget Marine in St. Martin warned us about it beforehand, and true to their word, replaced it a month later with a new one that hasn't developed that problem.

The AB has held up well for a year of almost constant use, but we have no expectation that it could take the abuse a more expensive Avon or Avon-like product could, or that it will last as long. Our back-up dinghy, for example, is an Avon we bought back in 1981.

It comes down to a value judgement: the best made dinghies are clearly superior to the 'value' inflatables, but are they superior enough to justify the considerably higher price? Only you can answer that. But if we were going to be out in the middle of nowhere — as you frequently seem to be — we'd go for all the quality we could afford.

HE HAD NO IDEA HOW; HE JUST KNEW

I really enjoyed Bill Hudson's letter concerning his encounter with *Chuckles* on San Francisco Bay. We experienced a similar 'synchronicity' upon our return to Mexico.

We'd last seen Cabo Falso while heading north aboard our *Columbia 30 Samba Pa Ti* in 1983. Now, after almost 12 years of working ashore and after seven days at sea aboard our new boat *Southern Cross*, we spied the cape on May 25, 1995. Under a brilliant crimson sunrise, our emotions overflowed and tears poured from our eyes. At last we were cruising again! We put on our favorite

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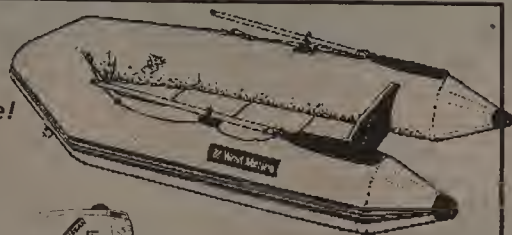
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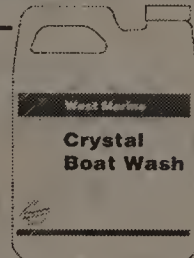
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Crystal Boat Wash

- Safely cleans all boat surfaces
- Free-rinsing formula leaves no residue to attract dirt
- Safe for the environment

Model	Reg.	Sale
Quart 128928	\$5.99	4 ⁹⁹
Gallon 128910	\$12.99	10 ⁹⁹

Crystal Boat Wash

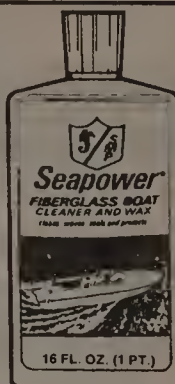


One-Step Fiberglass Cleaner/Wax

- Removes light oxidation and scuff marks
- For hand or machine polishing

Pint Model 492934
Reg. \$6.95

Sale 5⁹⁵



Prices good March 28 to April 28, 1996 Ref #863-1399

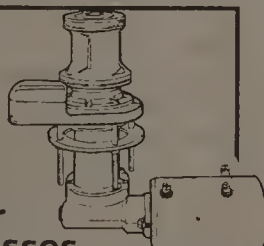
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MAXWELL-MILSON

Anchor Windlasses

- Vertical-axis design puts the motor belowdecks where it's safer and less obtrusive

Model	Reg.	Sale
VWC800 479659	\$1,595.00	1,435 ⁰⁰
VWC1200 533984	\$1,895.00	1,705 ⁰⁰
VWC2200 412049	\$2,550.00	2,295 ⁰⁰
VWC3500 412056	\$3,234.00	2,910 ⁰⁰



Windline
Marine

Telescoping Swim Ladders

- Heavy-wall, electropolished stainless tubing
- Over-platform or under-platform styles

Steps	Style	Model	Reg.	Sale
2	Over	127821	\$74.95	66 ⁹⁵
2	Under	127839	\$85.95	76 ⁹⁵
3	Over	165037	\$115.00	99 ⁹⁵
3	Under	165045	\$129.00	115 ⁰⁰



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Model 165706

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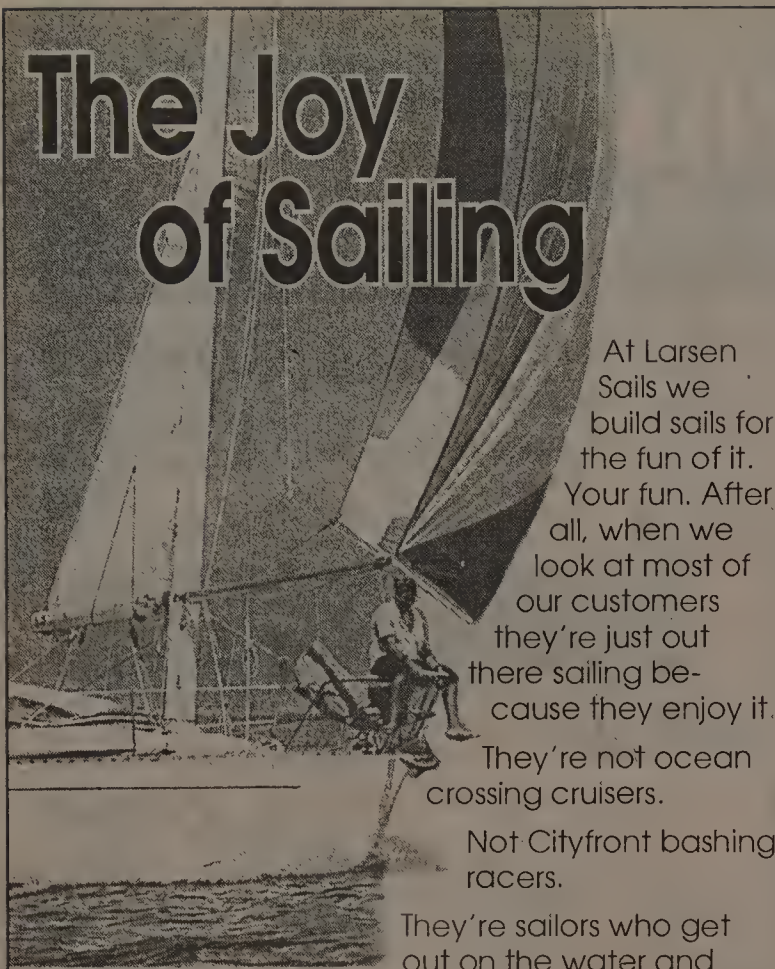
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LETTERS

Mexico songs — James Taylor and Christopher Cross — and roared down the white capped rollers under full sail.

Just then, Lorraine spotted a forlorn sailboat, all sails furled, pounding its way north under motor alone. We gave thanks that we were heading the 'right' direction and said a few prayers for a safe voyage for that lonely boat. Suddenly the radio crackled to life and an unknown voice called, "Samba Pa Ti, Samba Pa Ti, Samba Pa Ti. This is Pandora calling, channel 16?" We nearly jumped out of our skins.

We hadn't been checking into the ham nets, so nobody knew where we were. We'd sold our previous *Samba Pa Ti* years before. Had we sailed into the Twilight Zone with Bill Hudson? Who was this guy on *Pandora*, a boat we'd never heard of, and how did he know it was us on *Southern Cross*?

It turns out that Lorraine had given a ride to a fellow in San Diego months earlier. He recognized her from our articles in *Latitude* nearly 13 years before! They chatted until she dropped him off at the Police Dock. Lorraine was flattered that somebody remembered, but promptly forgot about it.

But now this same fellow was delivering *Pandora* to San Diego and calling us by our old boat name. He had never seen our new *Southern Cross*. He had no idea how he knew it was us on board either, he just knew. We were in the right place at the right time to experience a synchronicity.

Let Bill Hudson know, the goose bumps never go away. Happy sailing to all.

Robby and Lorraine Coleman
Mexico

↓↑EVERYONE WE DEALT WITH WAS GREAT

Latitude has been a tremendous help to my wife Donna and me in our search for the 'right' boat to go cruising on. We live in paradise — really! Our home is Kwajalein, an island in the middle of the Pacific just 8 degrees north of the equator. Veterans will remember it from World War II as one of the Marshall Islands. I learned to sail on the Bay more than 15 years ago, but the sailing and diving out here are the best I've ever experienced. The air temperature is always 85° and the water is always 82°. It's hard to beat.

We've been sailing a Cal 20, but have just purchased a Gulfstar Sailmaster 40 from Hugh Jones Yacht Brokerage at Grand Marina in Alameda. We found him through *Latitude*, and were very pleased with the help and service Hugh and his aide-de-camp Neil Weinberg gave us. We also dealt with Joan Burleigh of Essex Credit Corporation, who is probably the hardest-working woman in California — except for Terry, her assistant. We'd also like to mention Peter Van Inwegen at Mariner Boat Yard in Alameda. What a sweetie! He did a huge amount of quality work for us at a very reasonable price.

We got a great boat at a great price and everyone we dealt with was out of *Latitude* — except Scott Thomas, our surveyor. He did a great job, too. To all these people we say 'thanks'.

Opus is now slipped at Jack London Square awaiting our return for just a wee bit more work — mostly add-on equipment — before we sail her out to 'paradise' sometime after spring.

Dave and Donna Pellegrino
Opus, Gulfstar Sailmaster 40
Kwajalein, Marshall Islands

↓↑WE LOVE YOU, WE MISS YOU, WE'LL BE BACK

After the Ha-Ha, my family and I continued on to mainland Mexico, then recently left the boat in Puerto Vallarta so we could return to work for a few months before bringing the boat back home.

During a sail from Carayes to Chamela, we heard the name of our boat being hailed over the marine radio by somebody we didn't know. The caller asked if my name was Dave, my wife Nancy, and our daughter Haley. When I told him 'yes', he proceeded to inform me that the ham net in Mexico had been trying to find us for two

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GPS 38 Handheld GPS Receiver

Now the easy-to-use navigation information and accurate one-second fixes that made the GPS 45 the world's most popular GPS receiver are available in an even more-affordable package. Garmin introduces the GPS the 38, with a combination of features and price that could soon make it the most popular navigator of all time.

Excellent ergonomics: The GPS features a rocker/keypad that allows true one-hand use and makes room for a large, backlit LCD. Its ultrasonically welded, dry-nitrogen-filled case is waterproof and sized to fit comfortably in your hand.

Super software: Garmin took the best navigation screens in the business and updated them with features like a trip odometer, rotating compass dial, and TracBack to quickly and accurately retrace your route. Six navigation "pages" let you quickly scroll through information—our favorite is the Navigation page, with its intuitive "highway" guiding you toward your next waypoint.

Quick fixes: Initialization is quick and easy with EZinit. Just select your country, state or province and the GPS 38 knows where to search for satellites and a fast, first fix. The GPS 38 also features a MultiTrac8 receiver and an internal patch antenna that provides excellent reception of satellite signals on the horizon.

The Garmin GPS 38 is differential ready, features NMEA data output, and stores 250 waypoints with 6-character labels, and 20 reversible routes of 30 legs. Operates for up to 20 hours on four AA batteries. Measures 6.15"H x 2"W x 1.23"D.

Model 319400

198⁹⁵

Accessories

Swivel Mount	Model 142796
Cigarette Lighter Adapter	165847
Data Interface Cable	318990
PC Kit	142788

**29⁹⁵
44⁹⁵
18⁰⁰
99⁰⁰**

Waterproof, dry-nitrogen-filled case

NEW!

Instant selection of any waypoint

Bright backlighting for easy nighttime viewing

Bearing to waypoint

Current compass course

Scrolls through six "pages" of navigation information (Compass page displayed)

Instant creation of new waypoints

Stores 250 named waypoints

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Rotating compass card

Large, directional arrow points toward your destination

Current speed

Operates for up to 20 hours on 4 AA batteries

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LETTERS

days. We'd been anchored behind some islands off to ourselves for a change, and probably didn't even have the radio on.

The message was, "You were exposed to someone with meningitis, and they want to find out if you're all right and warn you about the symptoms." The caller didn't know the details, but said someone would try to reach us on the net the next day.

While my wife Nancy, a physician, didn't believe that meningitis was very contagious, we were nevertheless at least curious. The next morning we got the relay and learned that the exposure was apparently secondhand. While the attention of being the 'plague boat' embarrassed us slightly, it was heartwarming to learn of the concern people had and of the effort they made to find us.

We found the community of cruising people in Mexico to be a friendly, helpful, marvelous group. Gil on *Running Free* — the one who found us — even offered to come over and help me adjust the clutch on my transmission when I mentioned that it was giving me some trouble. This was someone that I'd never met!

While I don't remember the names of everyone involved — except Molly and Steve on *Star Song*, our friends who initiated the call on the net — we'd like them all to know that they have our sincere thanks. For their concern, their efforts, and for just being darn great folks. We love you, we miss you, and we'll be back soon.

I'd also like to thank the Wanderer and the rest of the *Latitude* people for hosting the Baja Ha-Ha!

P.S. We didn't get meningitis, but we did figure out how to adjust the clutch on our transmission. In fact, our transmission troubles did a lot to improve our sailing skills.

David Lawrence Martin
Sunshine, Chris Craft 35 (sailboat)
Fort Bragg

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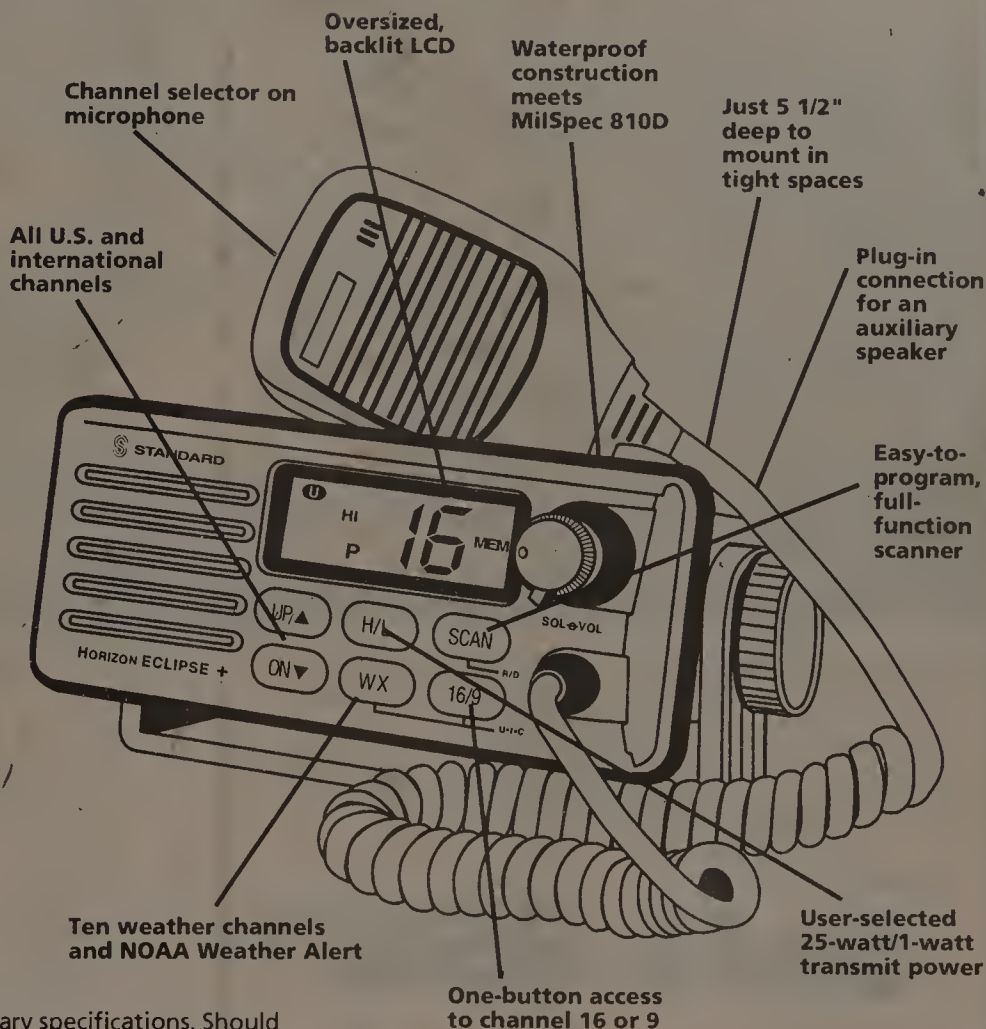
Full Featured: The Eclipse+ features an easy-to-program, full-function scanner, a channel selector on its microphone, all U.S., international and weather channels, and one-button access to channel 16 or 9. A Weather Alert function automatically interrupts scanning with important weather bulletins from NOAA.

Compact: At just 5 1/2" deep, the Eclipse+ easily mounts in tight spaces like shallow cabinetry or in front of a windshield. Despite its compact size, the Eclipse+ features an oversized, backlit LCD that's easy to read from any angle.

Reliable: Standard didn't make the Eclipse+ so full-featured, compact and affordable by skimping on the quality its construction; the Eclipse+ is waterproof to U.S. military specifications. Should it fail for any reason, *including water damage*, during its first three years, Standard will repair or replace it, free. And Standard follows that protection up with a lifetime flat-rate repair plan that means you'll never have to pay more than \$65.00 for servicing.

Available in White or Black. Measures 5 3/4"W x 2 3/8"H x 5 1/2"D. Draws 500mA @ 12V DC in standby mode.

Models 253635, 315897 Reg. \$199.95

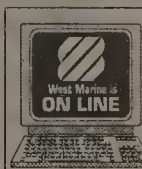


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Simple Installation: The Compact 12 Volt Head installs in tight spaces and above or below the waterline. Its base assembly rotates 90° for easy plumbing connections and servicing.

Simple Maintenance: The Compact 12 Volt Head's smooth external surfaces, skirted base and china bowl are designed for easy cleaning, and its macerator pump grinds waste before it's pumped to keep clogs out of your sanitation system.

Measures 13 3/4" H x 13 7/8" W x 17 5/8" L
Model 289371 Reg. \$389.95

Sale 359⁹⁵

Also on sale this month:	Model	Reg.	Sale
Jabsco Y-Valve	411819	\$43.65	39 ⁹⁵
Jabsco Macerator Pump	195503	\$154.95	119 ⁹⁵
Jabsco Compact Manual Head	360313	\$156.99	129 ⁹⁵

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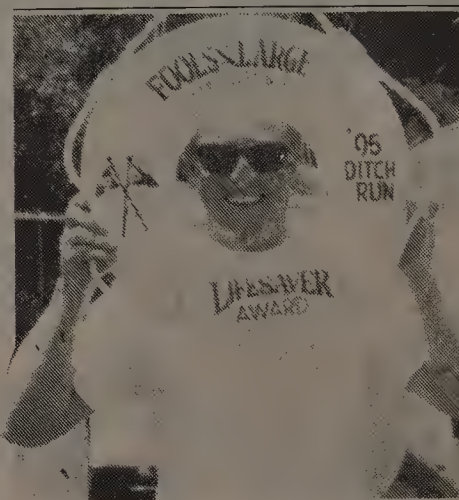
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Wabbit rescuers.

In reference to that *mea culpa* Moore 24 that passed by the distressed Wabbit in the '95 Ditch Run (*Somebody Else's Problem*,



Eric Malmberg and the 'Lifesaver Award.'

March, 1995) — that soaked bunny was well attended by two other boats, Eric Malmberg's Moore 24 *Fools at Large* and Peter Rookard and the crew of the N/M 30 *Insufferable*. The enclosed photos show the special awards given to the rescuing skippers in recognition of service to fellow sailors.

— john dukat

P.S. — This year's Ditch Run is June 1 — on a flood tide!

Canaries in the coal mine.

It is but one analogy to a surprising cross section of water users who seem to be the litmus test for near-coast ocean pollution: surfers. Since some of the best rides are to be had after ocean storms — the same time all the street runoff, sewer overflow and other crap dumps into the oceans — surfers are getting sick. Have been for years now. Impetigo, bacterial infections — stuff the doctors say they could only get by licking toilets. Yet an indisputable connection to dirty water has yet to be made. And therein lies the rub, the legal rub, anyway. Although some experts say 80% of local ocean pollution off Southern California comes from runoff, it's been nearly impossible for sick surfers to prove they got that way from junk in the water. Progress is being made according to some. New freeways, for example, will be required to take trash and runoff into account.

The logical solution is to stay out of the water after storms, of course. But that's a little like telling lemmings to stay away from a great new cliff. If the moon fell into the ocean tomorrow, the last happy people on earth would likely be surfers getting in just a few more rides on the tidal waves before the end of life as we know it.

Sounds like that engine is missing. . .

The controversy over whether oceangoing sailboats need engines will doubtless swirl forever. But motorboats, they definitely need engines. That's why Dan Myers knew something was seriously wrong when he went below on the 39-ft fishing boat *Tuna Rama* and couldn't find the engine.

The freak incident occurred on February 2. Myers had left Santa Cruz earlier in the day and was heading up the coast when he "felt a bump and heard the engine wind down." Way down. He says when he got to the engine room, "the engine was gone. Something pulled it right out the back. I ran back and called in a *mayday* with my position and then the radio died."

Have we mentioned the fire yet? Yeah, the engine room was on fire at this point, too. While Myers was busy putting on his survival suit and grabbing his EPIRB and flares, he heard some aerosol cans exploding from the heat in the engine room. That reminded him of the large propane tank on board, which made him decide against staying with the boat. He jumped off, activated the EPIRB and tried his best to get at least a little ways away from *Tuna Rama*.

After about 45 minutes in the water, Myers was rescued by the Coast Guard cutter *Morgenthau* — and went from having Top Ramen to a steak dinner on the cutter. As they left the scene, the smoldering remains of *Tuna Rama* slipped beneath the waves to join its engine.

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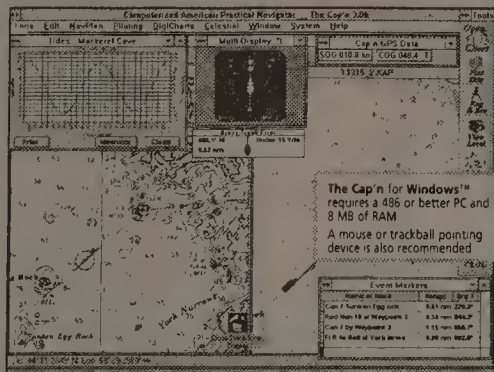
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ring, clang, ding-dong. . .

The sound you have just heard is us ringing our own bell again. Hey, what can we say, the older we get, the more strokes we seem to need. Must be a hormone thing.

Anyway, we just wanted to take this opportunity to note a few changes and updates to *Latitude 38*. The one you're going to notice right off is that magnificent cover — at least that's how we hope it turned out. It's our first ever effort done entirely by computer and in 'four color' — graphic artspeak for 'full color'. Expect future ones to be just as stunning as this one.

The second thing you're apt to notice is how heavy this issue is. That's because of another April milestone: this is the largest 'book' we've ever produced — 240 pages! Besides advertisements for every product and service imaginable for sailors — and of course prose so scintillating it will toast marshmallows — the benefits of this bulking up are many: handy moveable ballast, increased Charmin index (emergency toilet paper supply) and semi-lethal weapon. Clobber the dog with a rolled up April issue and we guarantee he'll never wet that patch of carpet again.

Seriously, we want to publicly thank our readers, contributors and, most of all, advertisers for their support through thick and thin. If it weren't for you guys, we'd have all been stuck in real jobs or prison cells years ago.

We also want to mention several changes and quell several rumors that have occurred hereabouts. First, a number of you have noted that our office in Mill Valley was for sale for a long time. *Latitude* has finally purchased it from the Wanderer's first ex-wife. The building is currently undergoing semi-extensive remodeling, so we're not going anywhere soon. Associated with that, we are phasing out our Sausalito post office box. All mail to *Latitude* should now be directed to 15 Locust Street, Mill Valley, California 94941. Phone and fax numbers remain the same.

Next, like the cover, many of the layouts on these pages will increasingly be generated by computer. While cut-and-paste is currently much quicker than hunt-and-peck, we know we have to bite the bullet sooner or later. The change will certainly be gradual — one or two articles a month — and ideally, you won't notice a thing. The main reason we're doing this is to one day be able to send the completed magazine to our new printer in Los Angeles — oh yeah, we've got a new printer, too — by computer. We currently have to bundle it up and carry it down on an airplane.

Finally, we have a new photo boat to replace .38 Special — which, God rest her soul, died in the line of duty. The as-yet-unnamed craft is a 20-ft Mako. It has some kind of fishing tower that sounded like a great camera perch when the guy described it over the phone, but in reality seems more like a deathtrap. You can't miss it.

As always, smile and wave for the camera if you see it pointed your way. And please, folks, if you see us get launched off the tower by a nasty chop, we'd appreciate a lift to the nearest hot shower.

1996 marks the 19th year of existence for *Latitude 38*. And, once again, we could not have done it without our readers, our contributors and our faithful advertisers. Keep it up and we promise to ease into middle age by becoming ever more eccentric, cantankerous and less respectful of convention. And of course some things never change. For example, the unreadable Sightings layout.

arques' last stand(?)

It's the classic waterfront story. On one side, the craftsmen, artists and 'boat people' plying their trades in a funky collection of outdated buildings and aged boatyards. On the other side, the forces of 'progress', otherwise known as development, trying to turn a picturesque (and in some cases historic) jumble of old buildings, docks and piers into a profitable enterprise. The local maritime tradesmen clinging to the last vestiges of a working waterfront vs. the establishment developers trying to turn a profit on their investment. At the Arques property along Sausalito's northern waterfront, the battle lines have not yet been drawn, but the bugles are certainly sounding the alarm.

It was a standing-room only crowd at the Sausalito City Hall chambers the evening of March 12. Representing the interests of the 'working waterfront'

continued outside column of next sightings page

let the punishment

The perpetrators of one of the most senselessly vicious crimes ever committed against yachties have been sentenced — and we're glad to report that for once the punishment seems to fit the crime. Two of the convicted criminals will be hung; the third has been sentenced to 15 years of hard labor.

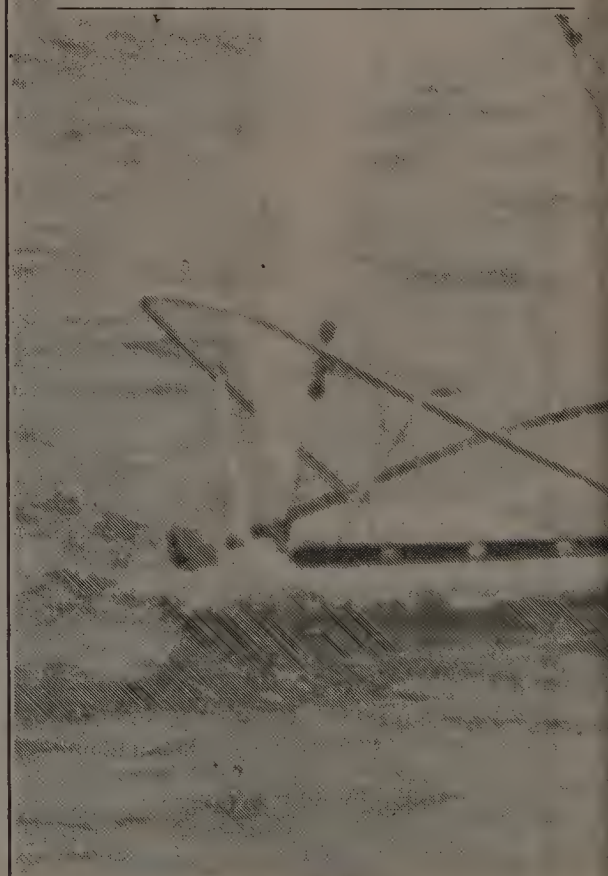
The crime occurred on the night of January 29, 1994, at the isolated and lightly populated island of Barbuda, which is about 15 miles from Antigua in the Eastern Caribbean. The island is rather primitive and lightly populated. It's perfect for those who like to get away, like Princess Di who vacationed there just a few months ago while deciding what to do with her life.

We had such a laugh-fest trying to come up with the perfect caption for this that we decided to let you in on the fun. Creators of the top three captions win T-shirts.

No distress here, by the way. This is 'Easy Go', a Scottish-built E-Boat undergoing flotation testing. Seems a couple of the boats have gotten swamped or sunk during races, so the class association looked into making them unsinkable.

'Easy Go' was the guinea pig. All gear was removed from her lockers and they were filled with polystyrene foam blocks. Foam was also packed under the V-berth and in the lazarette.

As you can see, the experiment was successful, although owner Norman Maver reported that the boat "lacked the usual sensitivity on the helm." Those Scots do have a sense of humor.



fit the crime

In any event, Marvin Joseph, Mellanson Harris and Donaldson Samuel — all Barbudans in their early 20s (although Harris had earlier jumped bail in New York on an armed robbery charge) — paddled a 'borrowed' Sunfish out to the Swan 65 *Computer Challenger*, which was anchored alone off a desolated beach. Aboard they found British crewman Ian Cridland, 33, and Thomas Williams, 22, as well as former Northern California sailors William Clever, 58, and his wife, Kathleen, 50.

For reasons perhaps known only to them and Quentin Tarrantino, the Barbudans bound their victims and methodically executed them one by one — using a single-

continued middle of next sightings page

arques — cont'd

were a veritable who's who of the Sausalito maritime trades. Some of the greatest marine talent ever assembled in one room overflowed into the corridors outside. Representing the development interests were entrepreneur John Williams and his partner Joseph Lemon. What they were fighting over is a 25-acre parcel of property that currently holds a marina, several floating homes, four small boatyards and a plethora of marine and light industrial businesses. What was at stake could well be the 'Alamo' for the Sausalito waterfront.

Upon landowners Donlon and Verna Arques' death some years ago, the land was placed, under the terms of their will, in mutual educational and charitable trusts. While the Arques Charitable Education Trust was designed to award scholarships to worthy causes, the Arques Maritime Preservation Foundation is dedicated to the preservation and support of the traditional waterfront. How that objective is implemented has been subject to various interpretations over the years. Currently, due to a disagreement between the trusts culminating in a pending lawsuit, the trusts are under review by the State Attorney General's office. The administration of the trusts, and the disposition

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SIGHTINGS

arques — cont'd

of the property, is currently in the hands of two attorneys, one of whom is also a member of the Sausalito City Council. The Arqueses' original intent to preserve the flavor of the working waterfront seems now to have clashed with the '90s, and the pro-development forces have, in the words of one ex-Sausalito mayor, "pulled out all the stops."

For Sausalito resident and sailor Williams, the development may well be an entrepreneur's dream come true. Together with his partner, attorney Joseph Lemon, he presented a polished and passionate proposal for an industrial complex on the site. Although the rumors had been circulating for some time along the waterfront grapevine, this was Williams' first actual public proposal. And although he assured the crowd that the boatyards and marine services are crucial to the area, reaction was mixed. The predictable response from many local merchants and new arrivals was pro-development. The 'waterfront' and most of the old guard received the news with everything from guarded optimism to outright hostility.

Included in the ambitious development plans are a beer micro-brewery, a root beer brewery, a bakery, a conference center and an industrial design, research and testing facility. The proposal also purports (at least on paper) to either incorporate or expand some of the existing facilities to include a wooden boat building school, a maritime heritage museum, a marina, boat repair yards and a site-serving restaurant. Many of the local tenants expressed the feeling that these marine-oriented aspects of the proposal were nothing more than crumbs offered to gain approval for the larger (and potentially more profitable) parts of the plan.

While many of the present Arques tenants seemed willing to accommodate the micro-brewery — after all, they are sailors — there was considerable concern over the lack of communication between the developers and the tenants. Boatbuilder Steve Jones argued that "they won't even sit down and discuss the plan with us, much less offer us leases." His concerns were echoed by boatyard owner John Scruggs, whose only comments from the developer — "you have from two months to two years left" — made him feel like a terminally ill patient getting bad news from the doctor. There was also considerable opposition to the introduction of tourists to the Marinship area. Aside from being in direct conflict with the specific and formerly 'hallowed' Marinship General Plan (which tightly governs and controls development in this area), it was felt that tourists would turn the place into "another Mystic Seaport", as one tenant put it.

After more than five hours of proposals, hearings and comments, the beleaguered Sausalito Planning Commission decided to break for the day. The five-member commission, while agreeing to consider some parts of the proposal for further review, nonetheless turned down several aspects of the plan. Still, it appeared the door had been opened, as developer Williams petitioned the Commission, "If not now, when? If not us, who? If not this, what?"

The local waterfront contingent left the meeting determined to make a stand to preserve what they feel is not only a way of life along the waterfront, but for nearly all of them, their very livelihoods. For the most part, their feelings were reflected by marine writer and waterfront spokesman Brookes Townes. He noted that the developers were paying only token heed to Sausalito as an historic marine entity, and were "selling out the traditional waterfront for the profit of a few speculators."

While it was obvious that several attempts were made to bridge the gap between the developers and tenants of Arques, it remains to be seen how much each side may be willing — or forced — to concede. And while neither side is actually loading their cannons at this point, the real battle may not be far away.

— john skoriak

seeing red

We received an interesting call last month that — though anonymous and unconfirmed — we thought was worth passing along. It has to do with those 'night vision' scopes that allow you to see better in the dark. As any of you who

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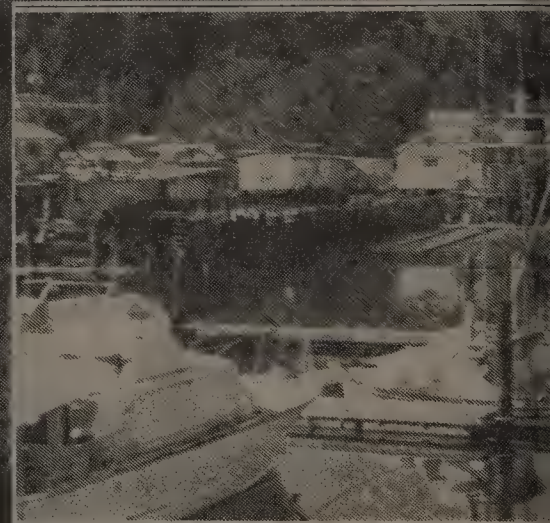
punishment

action shotgun and homemade shells filled with 3-inch nails. The interior of the boat was reportedly covered in blood. They then took a few items and left. The murders were the first in Barbuda since 1936.

With help from Scotland Yard and a number of Barbudans — plus the fact that

landmark case

Like it or not, computers are becoming ever more integrated into life on planet earth. Fortunately for most of us, it's still going to be a few years before they are as



Arques Shipyard as seen from the water.

— cont'd

the inept criminals left a trail a 10-year-old could follow — the trio were apprehended a couple of weeks after the murders. After a trial which lasted most of February, Joseph and Harris were each convicted of four counts of first-degree murder; Samuel was convicted of four counts of manslaughter.

in cyberspace

common on boats as depthsounders, which makes sailing still an excellent way to 'escape' the megabyte juggernaut that per-

continued middle of next sightings page

seeing red — cont'd

are interested might already have noted, they vary quite a bit in price. Our caller had one possible explanation.

"Rumor has it that a lot of night vision scopes in the \$300 range come from the Eastern Block. If true, they don't have very good shielding from the radioactive materials that grant the night vision. And armies in the Eastern Block have had a rash of glaucoma cases over the last few years. . . ."

If we can find out more about this, we'll let you know.

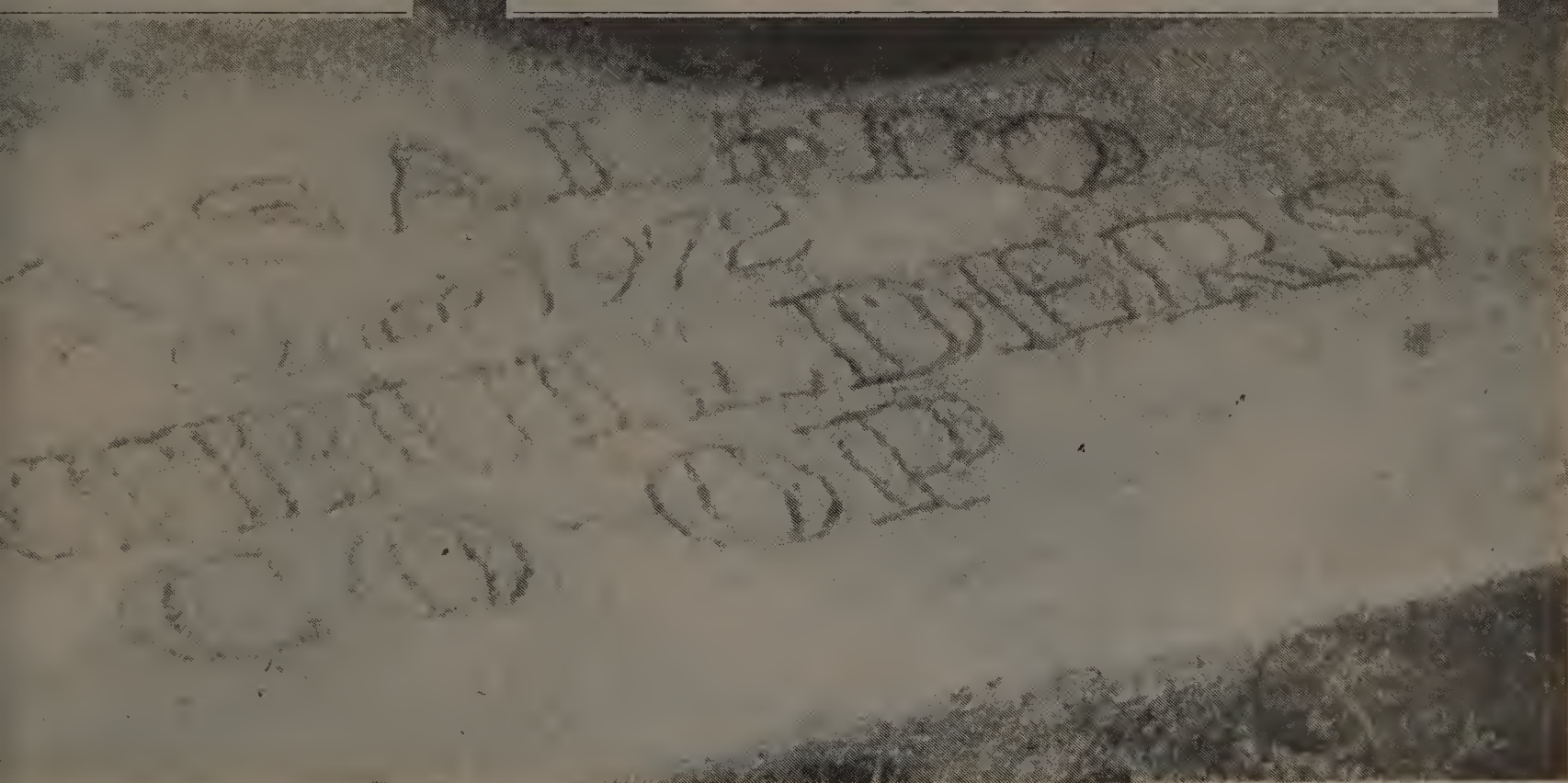
riley's coming to town

Two Whitbread round-the-world races, one as skipper. Two America's Cups, one as alternate driver and captain of the B-team boat. Nominee for top national yachting honors. Author, writer, motivational speaker. . .

continued outside column of next sightings page



Though it's off the beaten track, many small businesses operate in Arques.



SIGHTINGS

riley — cont'd

It will surprise many of you that those impressive credentials do not belong to a man. It will surprise you even more to know that the lady to which they do apply, Dawn Riley, is only 31 years of age. Yet she has done more high-level sailing than most of us will aspire to in a lifetime.

Dawn's story is part persistence, part Cinderella, part intestinal fortitude and, by far the largest part, skill at what she does best: race sailboats. When the books of these times are someday written, Dawn will be to sailing what Wilma Rudolph was to track and field, what Peggy Fleming was to a slab of ice, what Mary Lou Retton was to a set of uneven bars — an innovator, a pioneer, a leader, a natural.

Latitude 38 and Corinthian YC invite our readers and friends to come hear Dawn tell part of that story. As the third speaker in a continuing series of presentations by the best and brightest in sailing (the first two were Cam Lewis and Peter Blake), Dawn will appear for one night only at the Corinthian YC in Tiburon on April 11.

If you really want to make a night of it, dinner is available at many local eateries. The yacht club bar opens at 6:30.

Dawn's talk and multimedia show begin at 7:30 p.m. Included will be a

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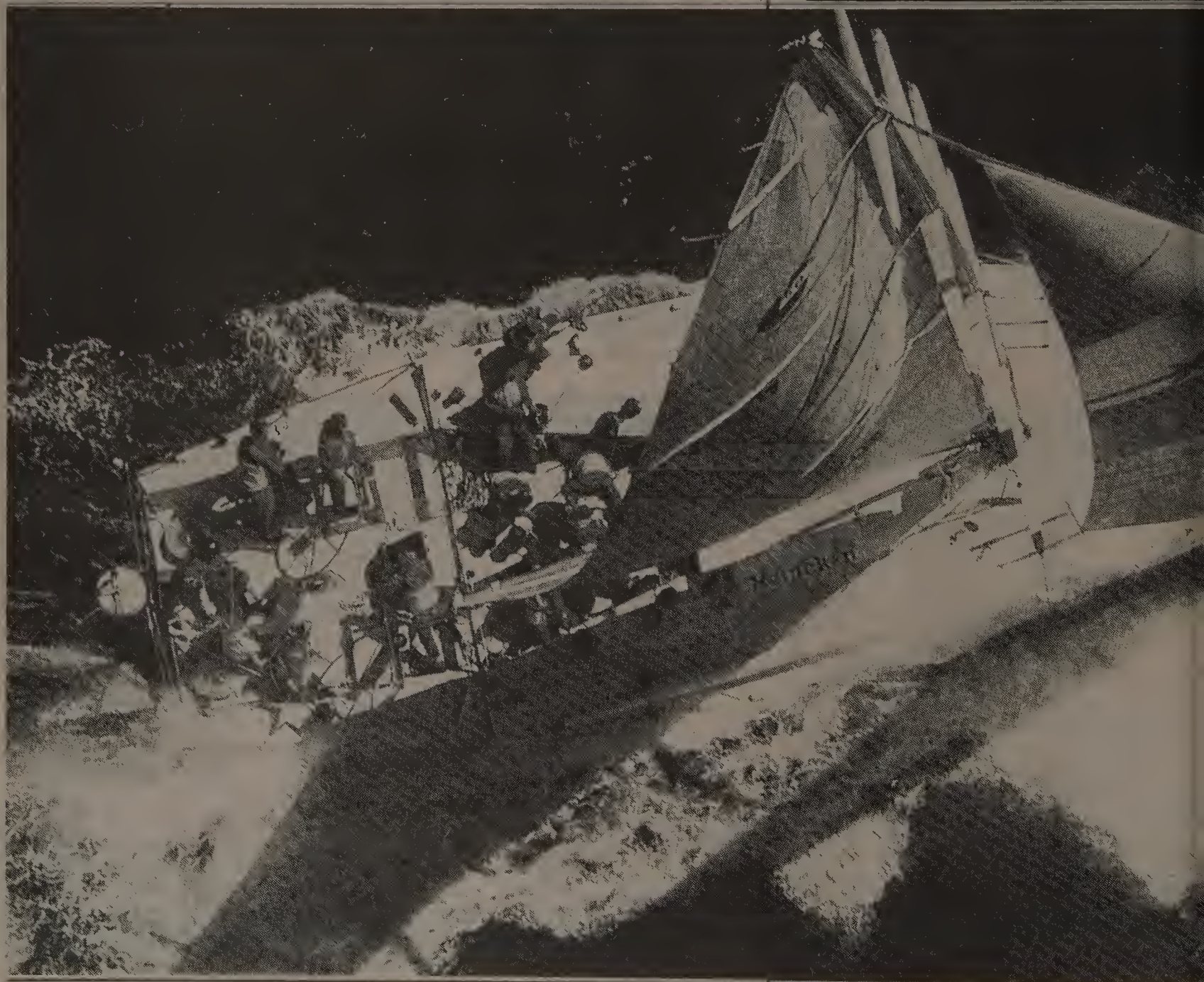
cyberspace

vades everything ashore.

Of course, there are computers on some boats. Most are high-end racing machines whose various bodily functions are fed into a central electronic brain, interfaced with satellite positioning and weather data and spit out in the form of suggested course changes, waypoints and even sail trim.

Last month, one sailboat computer made a bit of history. The dismasting and subsequent self-rescue of John Oman's *Northwest Spirit* was communicated almost entirely by computer.

You may recall Oman as the singlehander who set out from Seattle in early January. In conjunction with an educational program called Global Online, he planned to document a 150-day, nonstop solo circumnavigation in real time, via an onboard computer



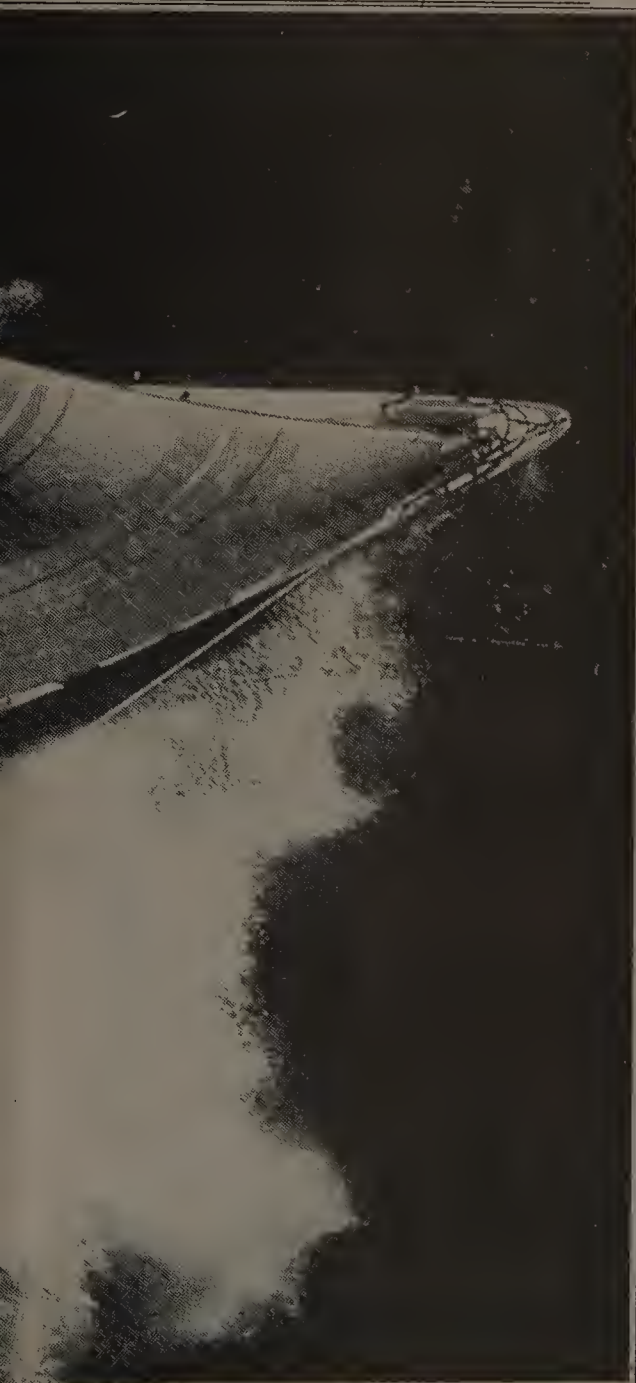
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and satellite linkup. His vehicle for the adventure was tried and true — the 60-ft BOC veteran racer *Northwest Passage* started life as Mike Plant's old *Duracell*.

Everything went okay until January 13, when *Northwest Passage* was about 800 miles southwest of Cabo San Lucas. In the early afternoon, he sent the following message via his satellite uplink: "I have been run down by a passing freighter and dismantled. I am not taking on water and am not in need of immediate assistance or in immediate danger."

All his other communications antennas having gone down with the mast, Oman couldn't talk to anyone, but he could and did start typing and regular updates on his onboard computer — and getting responses.

continued middle of next sightings page



riley — cont'd

video taken during her stint as skipper of the Whitbread 60 *Heineken* during the '93-'94 race, as well as a multi-projector slide show featuring both the Whitbread and America's Cup events in which she's participated. Following the presentation, Dawn will be available for questions and answers, and to sign her new book *Taking the Helm*. (There'll also be a limited number of copies for purchase.)

Tickets are \$10 per person at the door. These may be reserved in advance, which we strongly recommend. If this presentation is anything like the last two, procrastinators risk being turned away from a 'full house'. Part of the proceeds for the show will be donated to the Women's Sports Foundation.

For more information, directions to CYC, or to reserve tickets, call (800) 511-DAWN. We'll see you there!



Dawn Riley.

the possible dream

When we started *Latitude* in 1977, sailing a boat down to the sleepy Mexican fishing village of Cabo San Lucas and back was considered pretty darn adventurous — and only a few sailors did it each year. To show how dramatically things have changed in ocean cruising during the last two decades, a circumnavigation today is almost as common as a trip to Mexico was then. If we had to guess, we'd say there's an absolute minimum of 50 California boats which are in the process of circumnavigating right now. The quickest usually do it in three years; others will take much longer.

For many readers, one of the great mysteries of cruising is how so many folks are able to attempt such an enterprise — in terms of affording it, acquiring the necessary sailing skills, and finding and equipping a suitable boat.

While sailing around the world certainly isn't easy — or to everyone's taste — the truth is that it's a goal that's within reach of most middle class Americans. To support this contention, we offer the following mini-interview with Duncan McQueen of Los Osos. Duncan and his wife Marlene, both members of the Morro Bay YC, are what would be considered typical circumnavigators. They left California in 1992 aboard their Cal 39 *Thistle*, which is now on the hard in Turkey. For more details on the adventures themselves, see next month's *Changes*.

38: What sailing experience did you have before you started the trip?

Duncan: During World War II in Scotland, my mother brought home a model yacht from a second-hand shop she was running. Playing with that boat hooked me. I didn't get my first 'real' boat until I bought an Islander 30 in Morro Bay in 1977. A year later I took her to Hawaii. Some people thought I could have used more experience, but I wasn't afraid and didn't have any trouble. Marlene is pretty much the same.

38: Have you ever felt that you've been in over your head in terms of bad weather or tricky navigation?

Duncan: No. But there are ways to better equip a boat for heavy weather. Lazy jacks, for example, mean you can get the main down quickly if you have to. Because the Cal 39 sails decently without the main, I take it down whenever I'm concerned about the weather.

continued outside column of next sightings page

SIGHTINGS

dream — cont'd

The worst weather we've had on the trip was when another member of the Morro Bay YC and I took *Thistle* from Auckland across the Tasman Sea to Australia. We had eight days of real slop, and once we took a big wave over



Duncan and Marlene McQueen.

the transom which drenched us in the cockpit. But it wasn't that bad. During this time the most wind we ever saw was 47 knots — and only that in peaks.

If you can sail from Los Angeles to San Francisco, you shouldn't have any trouble on a circumnavigation.

38: If you don't mind, how old are the two of you?

Duncan: I'm 58. Marlene is 57.

38: Do you find a lot of folks your age out cruising?

Duncan: Yes, there are many cruisers our age. But there are also a few youngsters who are cruising before they begin their careers and families. There are a few families, too. We met a Canadian that had bought the late actor Lorne Green's 50-ft *Ocean Wanderer*.

The parents are in their 40s with two kids — and what a wonderful bunch. We sailed with them off and on from Rarotonga to Singapore, often playing the role of surrogate grandparents. We did that with some other children, too.

38: Have you ever found it hard to handle your boat?

Duncan: It's never been a problem because I'm so used to her. When we get back to California, I'm going to enter the Singlehanded TransPac. Besides, when I lived in Scotland I used to sail model yachts — which can only be steered by sail trim — on ponds and lakes. So I'm pretty good at that. We had to sail the last half of our L.A. to Marquesas leg using sail trim because the autopilots gave out. It wasn't a problem.

38: What do you do or did you and your wife do for a living?

Duncan: My wife and I were both hairdressers — actually she taught — for 30 years. And then over the years we acquired some rental property. We're semi-retired, which means we cruise for about six months, then we come home for about six months to look after our income property.

38: Do you enjoy cruising equally?

Duncan: Marlene enjoys it very much, although she's not as avid a sailor as I am. For example, I'd never have her to sail from Los Angeles to San Francisco on our boat. You don't want to turn a lady off like that. So usually I'll go to the boat a month or two before, get *Thistle* ready, and perhaps singlehand some of the rougher passages before Marlene joins me. Last year, for instance, I singlehanded from Thailand and up the Red Sea before Marlene met me in Egypt. It was fine.

38: That seems to be a common way cruising couples do things. The man goes to the boat early and leaves late, while the woman arrives late and leaves early — usually to spend more time with grandkids and such.

Do you find being apart for a month or two and having separate experiences is good for your marriage?

Duncan: I think it is. Speaking as a male, it really makes you look forward to the arrival of your wife. We're very attached to each other, so after we're apart for a while the desire to get back together really builds.

38: Do you have different cruising roles?

Duncan: I'd say so. Marlene is in charge of all the sightseeing plans. She set up our Israel touring this last year, and it certainly was the highlight of the season. I'm in charge of making sure we get to wherever we're going.

38: A lot of readers wonder how average folks can afford such an exotic adventure.

Duncan: The truth is that it's cheaper for us to be out cruising than it is to

continued outside column of next sightings page

cyberspace

These communiques eventually came to include the Coast Guard, and many notes of encouragement from supporters all over. Oman even kept up with the regularly scheduled updates to Global Online, where interested parties could follow his progress on the World Wide Web.

"As an experienced sailor, Mr. Oman acted in a very responsible manner," said Lt. Casey White, watch officer for the 11th Coast Guard District. "He filed a float plan and kept in constant contact with the Coast Guard. He saved us time for other search

life of brian

When we last left intrepid singlehander Brian 'BJ' Caldwell, he had just arrived in Cape Town, South Africa. Some 10,000 miles from where he started in Hawaii in June of 1995, it marked the official halfway point in his attempt to become the youngest person ever to circumnavigate singlehanded. Aged 19 when he left, he turned 20 on December 17. He plans to make it back home to Honolulu well before his 21st birthday.

BJ departed Cape Town on March 8, bound directly or otherwise for Grenada, in the West Indies. If he does stop, which his head PR spokesman (and Mom) Jan Caldwell suspects he will, it will be in Saint Helena, a flyspeck of an island in the South Atlantic 400 miles due west of Angola. The main claim to fame of the British protectorate is that Napoleon died there. As it's right on his intended track to the Caribbean, it's a logical stopping point if he needs or wants to.

Stuck as he was in South Africa for so long (due to weather), BJ got to enjoy a bit of the culture. One day he and some other sailors went on safari, for example. In what was described as a 'lucky day' by locals, the foursome got to see lions, tigers, their cubs and a number of other animals up close and personal. Of course, wildlife in that part of the world is taken a bit more for granted than here. In Richards Bay north of Durban, BJ was anchored off a shore where giraffes used the road almost as much as cars!

In Moselle Bay, the manager of the Doyle Sails loft in Cape Town took BJ out to a swanky restaurant for what Brian described as "the best meal I've had since leaving home." And certainly the most unusual. He describes the taste of ostrich as being 'somewhat like chicken.'

It's apparently quite a contrast to how BJ dines regularly. "He eats a lot of canned fruit," says Jan; "and a lot of noodles." Cooking amenities on the Contessa consist of a gimble propane burner and... well, that's it.

— cont'd

and rescue cases, because if he had not had internet capability onboard, we would have launched a search."

The freighter that hit Oman stopped to render assistance before continuing on. Oman then motored for a week, arriving in Turtle Bay on the 20th. There he put up a jury rig and continued on to San Diego — all with no assistance needed from the Coast Guard.

"It was a very successful case," noted White. "And the first time the Coast Guard ever worked in cyberspace."

— part VIII

In a sponsor update, BJ's Contessa 26 *Mai (Miti)* Vavau now wears a new suit of **Doyle Sails**, made of donated **Bainbridge** sailcloth. Also coming aboard is new sponsor **Scanmar Marine** of Richmond with a donation of parts and service for *Mai (Miti)*'s Monitor Windvane (which they manufacture) as well as a cash donation. Finally, **Alert Alarm of Hawaii**, one of the project's original sponsors, last month made another substantial donation to the cause. Any other companies or individuals contributing to BJ's effort can depend on seeing their names in these updates, too. For more information on sponsorship, call Jan Caldwell at (808) 845-1340 or fax (808) 528-6444.

All in all, both boat and skipper are holding up well. Jan reports BJ was happy to

Waiting for a window: BJ Caldwell pores over weathermaps aboard 'Mai (Miti)' in Cape Town.



COURTESY JAN CALDWELL

dream — cont'd

live on the Central California coast. This might be one of the reasons you see such an amazing number of Americans — and Europeans — out exploring the far corners of the world.

I don't have any exact figures, but I'd say we spend roughly \$4,500 a year while out cruising. Of course, that can vary. Last year we had to redo the head on the diesel, so that kicked the expenses up. But even at \$5,000 a year we're able to go out to dinner from time to time, stay in marinas when we want, and basically do everything we'd like to do. But we're not extravagant.

One thing that keeps expenses down is that you meet people and develop friends all over the world. When we sailed to Australia, I saw relatives I hadn't seen since they emigrated to Australia and I emigrated to the United States 38 years before. As a result, I made great friends there who took me all kinds of places — like out to the start of the Sydney to Hobart Race. We still write.

38: Do you have insurance?

Duncan: We have health insurance. We're covered by the National Association of the Self-Employed. It's expensive — \$438 a quarter for each of us — but it covers you anywhere in the world and covers you if you need to be flown somewhere. We've never had to use it.

38: What about cruising insurance?

Duncan: While in the South Pacific we were insured by an Australian company. But then they wanted three people aboard at all times, and I didn't want to lie about my singlehandedness. So we don't bother with boat insurance. It's a gamble, of course, but so is all sailing.

38: The boat you have is a standard Cal 39 MkII built back in 1979. Have you liked her as a cruising boat?

Duncan: She's been a great boat and sails better than most cruising boats. But she's strong, too. We spent an entire night on a reef in the South Pacific. The keel and rudder were scraped up a bit as a result, but there was no damage to the hull. While out traveling, we've met others cruising Cal 39s such as Ned and Carol of Seattle aboard *Plain Jane*. We've been bumping into them since '92, and right now they're headed up the Red Sea.

38: Give us some idea how you've equipped your boat.

Duncan: I have a Magellan 5000 GPS — and a little handheld Magellan GPS for backup that I've never used. The GPS has always worked for me, but I don't rely on it completely. Before I was just interested in latitude and longitude, but my cruising friends have now got me fooling around with waypoints and stuff. I have two sextants, but I haven't looked at them in five years.

I have a Raytheon radar on a pole at the back of the boat, with four solar panels on the top. I use radar when in shipping lanes, but it takes juice. And since our boat sails well, we don't like to turn on the engine unless necessary. By the way, unless we're in a hurry, we don't motor until our speed drops under three knots.

We have a Kenwood 440 radio. Once you get across the Pacific, you find that there are many more SSB nets than ham nets. The SSB nets are great, because while you're having breakfast you get all the weather, news and find out where your friends are. The nets are a really wonderful way to communicate.

38: You mentioned a diesel. . . .

Duncan: It's a Perkins 4-108 — which has been a super engine.

38: Refrigeration?

Duncan: We have a 12-volt system. A young guy in Morro Bay did a custom installation that runs off batteries and uses saltwater cooling, which really helps. The unit makes ice, and if you put a beer or soda next to the cold plates it will get slushy. We run the engine an hour or two a day — and sometimes not at all if the solar panels have really been putting out.

38: What about a watermaker?

Duncan: We've always been ready to buy a watermaker if we needed one — but so far, we haven't. We carry 110 gallons of fresh water in the tanks and 15 to 20 gallons in jerry jugs. So far finding good water hasn't been a problem. We put in iodine drops and a cap of chlorine for every 50 gallons.

38: Sails?

Duncan: We've got a gennaker, a 150, a 135, two mains, a spinnaker for use when it's comfortable, and we pole sails out a lot — including a spinnaker

continued outside column of next sightings page



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SIGHTINGS

dream — cont'd

staysail. Many times I don't put the main up but have the gennaker out to one side and pole out my old Islander 30 spinnaker from the other side. The boat doesn't roll as much when you do that.

38: Say you bought a pretty basic Cal 39; how much would it cost to fit her out for a circumnavigation?

Duncan: That's really hard to say, but from a basic boat probably \$25,000. The most important five things would include an autopilot and

continued outside column of next sightings page

brian

get moving again after repeated weather delays extended his South African stay by more than three months. (He arrived in Durban November 22.) BJ continues to leave part of his heart in places like Mauritius, where he fell in love, and Cape Town, his favorite stop so far. But that's been part



— cont'd

of the character-building process of voyagers since time immemorial, especially single-handed voyagers.

If BJ stops in Saint Helena, the May installment of this continuing saga will likely be in his own inimitable style. Right now, he's busy sailing. Fair winds, dude.



CLYDE H. MCCLURE

dream — cont'd

probably a windvane, radar, SSB or ham radio, a good set of sails and a GPS. Oh yeah, a good dinghy with an outboard powerful enough to make it plane is also important.

Here's something funny. Our cruising friends Otto and Toula found a big fancy inflatable with a hard bottom, bridge, wheel and 140-hp engine — drifting in the Red Sea. Eventually they located the large vessel it came from, but the skipper said they'd already been paid by the insurance company so Otto could keep the one he found! The inflatable was so big the authorities almost charged them for two boats when they came through the Suez Canal!

38: What are your plans for this summer?

Duncan: We'll be sailing around the Med, then leave the boat in a yard near Barcelona in September. I might take the boat to Scotland the following summer, but we don't know for sure. We're in no rush to finish our circumnavigation. Actually, we have friends who've completed two circumnavigations and are getting ready to take off again.

38: How soon do you head back to the boat?

Duncan: Next week. Marlene will join me in about a month.

38: Sounds delicious!

pirates just wanna have fun

Awake ye pirate wannabes and Captain Hook-alikes. There's a revival of piracy along the West Coast that rivals the glory days of Port Royal, with treasure enough even for the likes of Cap'n Flint.

A theatrical re-enactment and buccaneering group known as the Port Royal Privateers are finding their way into stern cabins all along the coast with their colorful and articulate pirate ways. Members range from far and wide, hailing from such ports o' call as San Francisco, San Diego, Orange County and Los Angeles. A couple even come from Riverside and Phoenix. Some work as stunt doubles and pirate background actors in various Hollywood productions. All have an insatiable lust for anything to do with the pirates of old.

They sing, they dress up, they 'fight' — and they have a lot of fun along the way. In the off hours between one sack and pillage and the next, they have *No Quarter Given*, the club's highly entertaining newsletter. It contains an elaborate collection of plundering techniques, pirate profiles, nautical fiction and adventure on the high seas.

Feature articles cover everything from anchors to Xebecs, and include such necessary reading as "Careening Yer Vessel Buccaneer Style", and "Care and Feedin O' Small-Scale Cannon". Other contributions include a mariners' dictionary, and recipes for buccaneer cuisine and something called Seaman's Rum Punch. Advertisers offer 17th-century dance lessons, period clothing, armor, Shakesperean festivals, maritime events — and where to find the latest issue of *Bloodthirsty Pirate Tales*, a comic book by Richard Becker, who also does the original artwork that appears in *NQG*.

But everyone's favorite is the ongoing fiction provided by the Corsican sisters — Philistina and Barracuda d'Morte — and reigning pirate wench, Agnes the Red. (Although pirate wenches don't regularly run around with their blouses open these days, we did manage to secure the accompanying photo of Philistina d'Morte showing how pirate wenches once liked to relax.)

No Quarter Given, now in its third year, is the hard work of Christine and Michael Lampe, aka Jamaica Rose and Captain MacLeod. They claim to work under the safety of a Letter of Marque, which is another way of saying 'editorial license'.

If any of this sounds interesting to any budding buccaneers out there, you can subscribe to *No Quarter Given* for \$12 a year. That gets you six issues and event calendars.

If you want to catch the Port Royal Privateers in action, they can be seen at the San Diego Maritime Museum, where they recently provided the 'opening act' for the screening of the movie *Cutthroat Island* on the decks of the *Star of India*. They also do an annual Festival of the Sea gig in Dana Point, in conjunction with the Orange County Marine Institute and tallship *Pilgrim*.

The Port Royal Privateers are even going to have their own Internet page

continued outside column of next sightings page

pirates — cont'd

soon. Presumably, you need only know how to spell 'pirate' to find them.

In the meantime, for more information on the newsletter or any of the merry mischief the Privateers are up to, contact Christine Lampe, P.O. Box 7456-NQG, Riverside, CA 92513-7456.

— joe ditler

spring boat show

If we were only allowed to attend one west coast boat show a year, we'd sell our soul or something to bargain for two. They would be the NCMA fall and spring in-the-water boat shows over at Jack London Square in Oakland.

For sailors in the Bay area, there simply is no other choice if you want to check out the newest in gear, services and boats. Sure, there are other boat shows, but unless you're heavy into metalflake, fishing and engines with more horsepower than your average locomotive, the sailor in you will be disappointed.

Not so with the NCMA shows. And as clichéd as it might sound, NCMA somehow finds a way to make these events a little better every year.

Take the Spring Boat Show, now in its 24th year. More than 300 new and brokerage boats will be on display either in the water or 'under the big top'. Highlights include the first Hunter 376 on the West Coast (offered by Nor Cal Yachts), hull #1 of the new Valiant 39 series (Meridian Yacht Sales), the Celestial 50 (Marin Yacht Sales) — the first production sailboat from China — and the wild Hobie Trifoiler (Wind Toys). For the first time in years, J/Boats will be represented, too, with a line of more family-oriented sailboats including the J/105, J/120 and J/130.

And speaking of J/Boats, you could win one! Encinal YC is raffling off a brand new J/80 at the show. For the price of a \$100 ticket, you could go home with a multi-thousand dollar speedster and help junior sailing in the process. Additional prizes include a Zodiac inflatable, GPS and other instruments. Tickets may be purchased at EYC's Junior Sailing booth at the show, or by mail: Junior Sailing, Encinal YC, Pacific Marina, Alameda, CA 94501.

Besides the many new boats open for inspection at the show docks, there are other activities that will take place on the water. For example, in affiliation with Encinal YC, the show is sponsoring four invitational regattas for high school seniors. The regattas will be raced in FJs on the Estuary between 11:30 a.m. and 3:30 p.m. each weekend of the show. (To register, call Suzannah Carr at EYC, 510-759-0221.)

Show goers can also get out on the water on a variety of craft, including those sailed by BAADS, the Bay Area Association of Disabled Sailors. These boats include two customized Freedom 20s, which were designed by Gary Mull specifically to accommodate physically challenged sailors. The Pegasus Project will also take people out for sails aboard the 45-ft schooner *Pegasus*, the figurehead for this organization's work in marine environment education.

Or hey, if it rings your bell, you can go blasting around the Estuary in one of those high-powered metalflake jobs. And you can just go to bed without dinner tonight, too, until you get your priorities straight.

Our favorite part of the show — besides meeting all you guys at our booth, of course — has traditionally been the lecture series. And this year's lineup is as strong as ever. Here's a look at the entire schedule, with a few introductions to the more sailing-oriented seminars where appropriate (and available). Note that some speakers had not been firmed up at presstime.

Saturday, April 20

12:00 — *Surveying Sailboats*, Peter Minkwitz. The designer and builder of many boats, Peter worked for Svendsen's Boat Works for 15 years before hanging out his shingle as a marine surveyor. This seminar offers a look at the damage caused by neglect, poor construction, and boating accidents.

1:30 — *Insurance Options In and Off Shore*, Mike Barnett. Mike, who helms Barnett Yacht Insurance Brokers, has been active in the boating industry for more than 40 years. He has done numerous cruises between Canada and Central America, and has authored a cruising guide to Mexico.

3:00 — *Surveying Powerboats*, speaker TBA.

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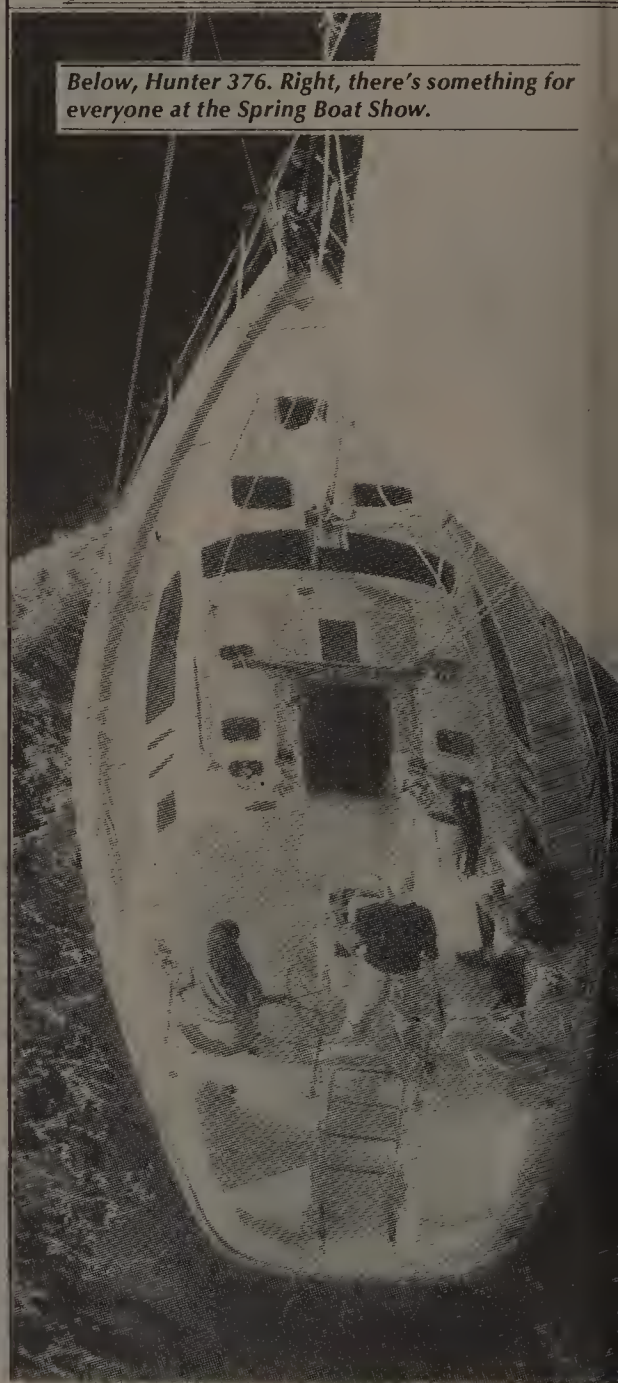
the sailor

Strange noises are not unusual in downtown Sausalito at night. But on Princess street the night of February 10, Stuart Kiehl knew something was seriously wrong outside. "My girlfriend and I heard some scuffling and then these blood-curdling screams," says Kiehl. "I told her to call 911. Then I grabbed a broom and a crowbar and ran outside."

What he saw were two pit bull dogs attacking two people on the street. Two others who had also been attacked were huddled atop a parked car. All had simply been walking by when the dogs appeared out of nowhere.

"The dogs were savagely biting these people below the waist. Without thinking, I just ran in swinging," says Stuart. "Then the dogs came after me."

Below, Hunter 376. Right, there's something for everyone at the Spring Boat Show.



is a hero

The second two people were able to climb atop the same car. Kiehl kept the dogs at bay by "swinging until the cops came". When the dogs turned on *them*, one was shot. Although it survived the gunshot wound — the dogs ran home to their owner up the street at that point — both were later humanely des-troyed after it was found they'd also attacked people in Oregon and Nevada.

It was a helluva way to end the day for Kiehl, who has been working to ready his 9-meter Catalac catamaran *Even Kiehl* for a trip to Mexico this fall. And even more of a surprise to be called a hero for his quick actions. "The truth is, if I'd have had time to think about it, I probably wouldn't have even gone outside."

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boat show — cont'd

4:30 — *Boat Owning Made Easy*, C. Pounds, J. Burleigh and T. Swaenengen.

Sunday, April 21

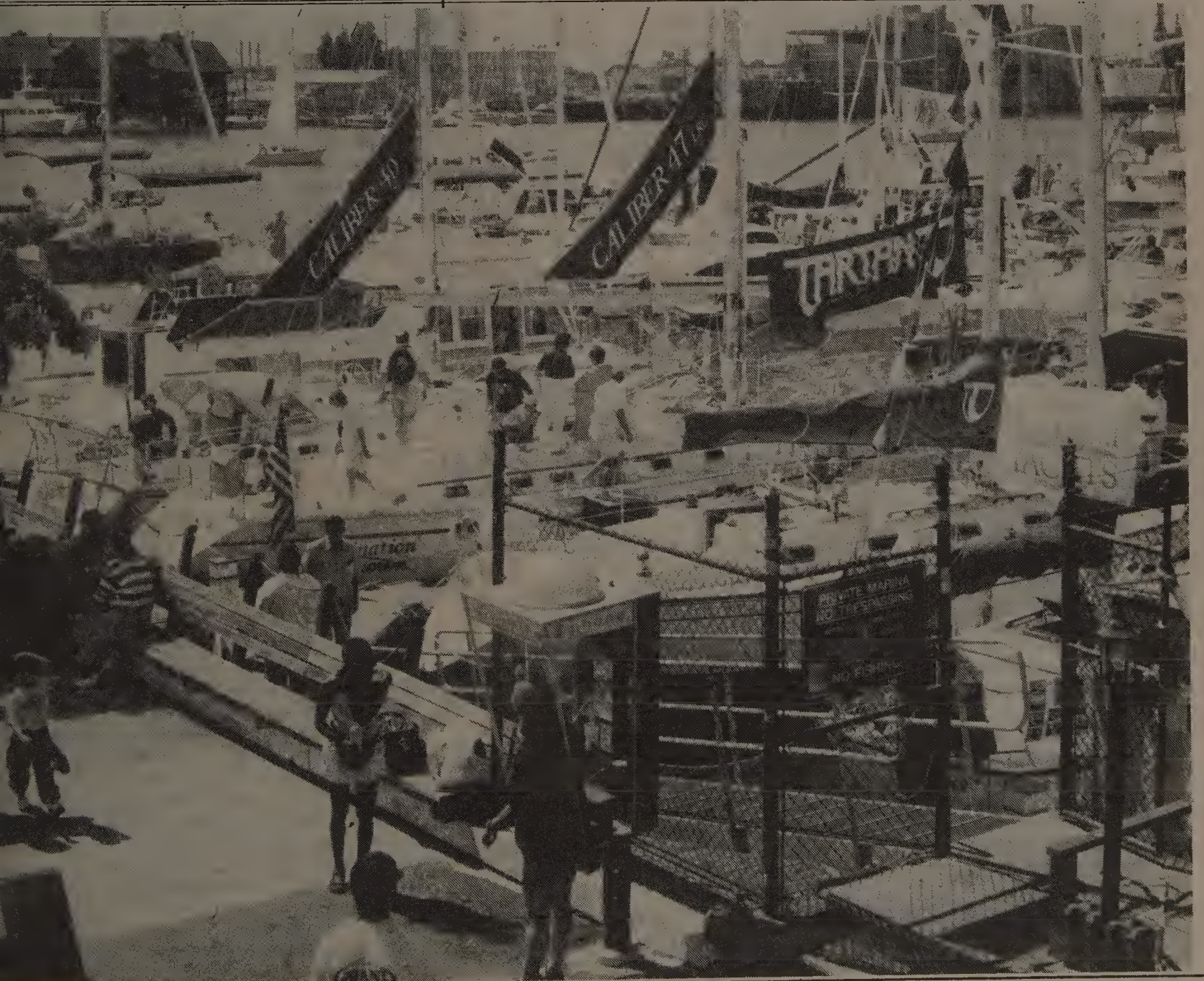
12:00 — *Racing Tactics*, speaker TBA

1:30 — *Racing with GPS*, speaker TBA

3:00 — *Tides and Currents to Vallejo*, Kame Richards. Co-founder of Pineapple Sails and one of the genuine good guys of the sport who seems somehow able to give back 150%, Kame an acknowledged guru of the mystical art of current reading. Don't miss this one if you're going to Vallejo!

4:30 — *Applying Sailboat Design*, Peter Hogg, Jim Antrim, Bill Lee, Carl Schumacher. If you're interested in cutting edge yacht design and performance, this may be the seminar of a lifetime. Hogg is an experienced shorthanded ocean racer and the current holder of sailing records to Hawaii and Japan. Jim Antrim designed the 40-foot ocean racing trimaran that got him there. Bill Lee is the father of the Santa Cruz line of sailboats (27, 40, 50, 52 and 70), the legendary Lee 67 *Merlin* and the whole concept of 'fast is fun' ULDB sailboats. To Carl Schumacher, credit the designs of the Express line of sailboats (27, 34, 37), the Capo 26 and 29, the Alerion sloops, the world-

continued outside column of next sightings page



boat show — cont'd

cruising 50-ft *Heart of Gold* (see *South Pacific Primer* elsewhere in this issue), and a dozen or so more that escape us at the moment. If you ever had a question or curiosity about sailboat design, this is your chance to get it answered.

Monday, April 22

3:00 — *Understanding Sailboat Rigging*, Bruce Schwab. Bruce has forgotten more about rigging than most of us will ever know. As a rigger at Svendsen's marine for the last decade or so, he's seen and done it all when it comes to keeping spars in an upright position. He's also an accomplished singlehanded sailor and yearly veteran of the shorthanded Farallones races on a variety of boats including his exquisitely-restored 30-square-meter *Rumbleseat*.

4:30 — *Understanding Single Sideband*, Don Melcher.

Tuesday, April 23

3:00 — *Corrosion Control and Analysis*, Malcolm Morgan. Corrosion is one of the least understood processes on boats (at least among most of the non-rocket scientists among us). Morgan, chief electrical engineer for Edinger Marine understands it *better* than most rocket scientists. If you want to know, too, he's the guy whose seminar you should go see.

4:30 — *Understanding 12-Volt Systems*, Ron Romaine. Here's one of those subjects everyone *thinks* they know a lot about, but usually don't. When things get so bugged up that the whole electrical system of the boat goes out, Ron's often the one that's called to bring things back to life. A marine electrician with more than 35 years experience on all sizes and types of boats, he can hopefully set you straight on a few things *before* you turn your breaker box into electrical spaghetti.

Wednesday, April 24

3:00 — *Personal Watercraft Safety*, J. Volpe.

4:30 — *Introduction to Water Skiing*, speaker TBA.

Thursday, April 25

1:30 — *Bay and Delta Stripers*, Jay Sorenson.

3:00 — *Salmon Mooching*, A. Cuanang

4:30 — *Halibut in and Out the Gate*, B. Canevero.

Friday, April 26

1:30 — *Topside Varnishing*, G. Rehs.

3:00 — *Bottom Painting*, Bob Tellefson. Bob has been the Northern California rep for Pettit Paints for the past four years. He was a marine distributor sales rep servicing Bay Area boatyards for 20 years before that. He's been a boatowner and member of the local yachting fraternity for more than 50 years. In short, he knows what he's talking about.

4:30 — *Sail Repair*, Jocelyn Nash. A pioneering woman sailor, Jocelyn has raced to Hawaii four times, drove an all-woman entry in the '82 Clipper Cup, and trounced many a man with her regularly-campaigned Hawkfarm *El Gavilan*. She is also well known as a sailmaker at Sobstad Sails' Richmond loft, and is a sought-after lecturer on sails, sail trim and sailhandling gear.

Saturday, April 27

12:00 — *View from the Bridge*, Nancy Wagner. In 1978, Wagner graduated from the U.S. Merchant Marine Academy (in King's Point, New York) in the first class ever to include women. She joined Exxon that year as a ship's officer on domestic tankers. In 1985, she got her unlimited master's ticket, and in 1990, she became the first female bar pilot in the U.S. when she joined the San Francisco Bar Pilots Association.

1:30 — *Coastal Navigation*, E. Harris.

3:00 — *Drydock to D-Day, the Voyage of the 'Jeremiah O'Brien'*, Mike Emery. Mike was the official photographer that accompanied the old Liberty Ship on its historic voyage to Normandy and back in 1994.

4:30 — *Family Cruising*, Joanne Sandstrom. Matriarch of a family that has made not one, but two circumnavigations aboard their 40-ft self-built trimaran *Anduril*, Joanne's insights are invaluable to anyone planning any long ocean cruise.

Sunday, April 28

12:00 — *Cruising the Delta*, G. Clausen.

1:30 — *Cruising Polynesia*, F. Laza.

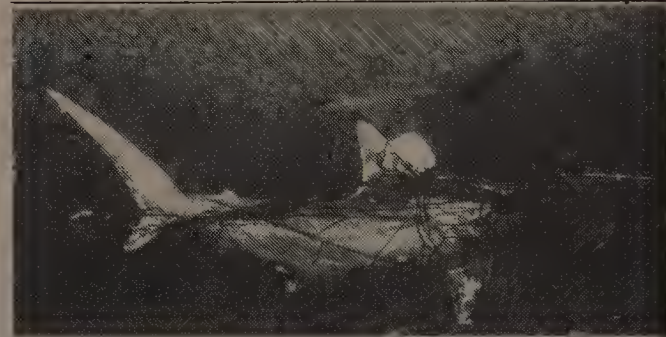
3:00 — *Cruising Mexico*, speaker TBA.

hero

A few days later, he got another surprise. The developers of a new TV show called *The World's Most Dangerous Animals* contacted

save the . . .

Speaking of predators in the news, as hard as it may be to believe, sharks are being fished to dangerously low levels in certain



Hammerhead dies in an illegal net.

parts of the world. And the two main reasons couldn't be more ridiculous: the growing markets for shark fin soup and shark cartilage, which is erroneously thought to prevent or cure cancer in humans. For this latter scam, more than 100,000 large Pacific sharks gave their all in just one Costa Rican factory last year.

All the scary books and movies aside, sharks have played an important role in the marine ecosystem for 350 million years. They were here for 200 million years before *Tyrannosaurus Rex* even showed up. Nature is hardly as goodhearted as your average environmental group — if the role of sharks weren't important, nature would have dumped them like it did *Rex*, a long time ago.

Yet if things go on the way they are, many

can-do

Navy destroyermen affectionately refer to their ships as 'tin cans'. But intrepid voyager Kenichi Horie has taken the moniker to new heights with his latest boat. He departed Salinas, Ecuador (225 miles southwest of Quito), on March 20 in a boat made of 27,000 recycled aluminum beer cans. No sail this time — power for the craft comes from a small electric motor, powered (he hopes) by an array of solar cells on top. At first glance, the 31-foot-long, 5-foot-wide boat looks for all the world like a giant banana slug.

The reason for the cans (besides the recycling angle) is that the boat has to be light because the motor isn't very powerful.

— cont'd

Stuart for an interview! They are recreating the incident for a segment of the show that will air on April 30 at 9 p.m. on CBS.

sharks?

populations could be wiped out. According to one study, that's already happened to sandbar and dusky sharks in the Northwest Atlantic. And biologists feel it will only be a couple of years before it happens to the Costa Rican shark fishery. And it could take decades to recover. Unlike other fish, most sharks have a low birth rate (1 to 15 'pups' every two to three years) and some species take up to 30 years to reach sexual maturity.

Environmental groups have made some progress internationally on the sharks' behalf. Through their efforts, trade in shark products could one day be restricted just like elephant ivory and rhino horns.

If you care about the fate of these enigmatic predators in U.S. waters, you can voice your concern by writing to William Hogarth, Highly Migratory Species Division, National Marine Fisheries Service, 1315 East-West Highway, Silver Spring, MD 20910 (or fax him at 301-713-0596). Specific requests might include 1) reducing the total allowable catch to zero for the large coastal shark fisheries indefinitely or until there are scientifically validated signs of recovery; 2) place a prohibition on killing whale and basking sharks; 3) reducing the national bag limit to zero; and 4) protect the remaining coastal shark nursery habitats from further destruction. Don't delay, though. The NMFS is developing a proposed rule to regulate the Atlantic and Gulf of Mexico shark fisheries, and is accepting public comment only until mid-April.

attitude

With a hull thickness of .05 inches, *Malt's Mermaid* tips the scales at about 800 pounds unloaded. The theme of the year's voyage is environmental preservation and the effective use of resources. He apparently isn't planning to use the most abundant resource out there this time around: wind.

Regular readers will recall Horie from numerous accounts in these pages of his increasingly bizarre voyages across the Pacific. The first was in 1962, when he made history by becoming the first person to singlehand from Japan to San Francisco on a little wooden sloop called *Mermaid*. After a few more 'normal' crossings, he departed

continued middle of next sightings page

boat show — cont'd

Spring Boat Show hours are noon to 7 p.m. Monday through Friday, and 10 to 6 on weekends. Admission is \$7.50 for adults and \$3.50 for kids 6 to 12. Children under 6 are free, so tell your 7 and 8-year-olds to 'act small'. A multi-day admission ticket can be had for \$12.50. Discount coupons are available at participating marine dealers throughout the Bay Area (and in the Boat Show ad in this issue). For general show information, call (510) 452-6262.

short sightings

NORTH CAROLINA — On October 11, 1896, the steamer *E.S. Newman* smashed into North Carolina's Outer Banks and started to break up. Salvation for the nine people aboard came from the Pea Island Lifesaving Station. Seven members of the station crew waded repeatedly through heavy surf to pull the *Newman's* complement to safety ashore. Yet — because they were all black — they were never officially honored for their bravery.

That wrong was righted last month when Richard Ethridge, Benjamin Bowser, Lewis Westcott, Dornman Pugh, Theodore Meekins, Stanley Wise and William Irving were posthumously awarded the Coast Guard's Gold Lifesaving Medal. (The Lifesaving Service was a forerunner to the Coast Guard.) Said Coast Guard commander Dwight Meekins, grandson of recipient Theodore Meekins, "It's a glorious day, isn't it?"

Ironically, the recognition might never have come if it had not been for a white high school student. North Carolinian Kate Burkart, 15, read about the Pea Island crew being slighted because of their race and lobbied Senator Jesse Helms and President Clinton to do something about it.

TREASURE ISLAND — "A huge, oil-soaked sponge" is how San Francisco BayKeeper director Michael Lozeau described Treasure Island. The comment came last month on the heels of a suit by environmental groups against the Navy for allegedly polluting the man-made island with oil and diesel fuel leaked from storage tanks and pipelines. All in all, the suit says the Navy is liable for 464,000 violations of federal environmental law. That could mean millions of dollars in fines.

Last August, complaints were also filed against Treasure Island's sewage treatment plant for allegedly spewing toxic wastes into the Bay. Similar suits were also filed in 1994 against Hunter's Point Naval Shipyard. Environmentalists are also pushing for clean-up measures at other Bay Area Navy bases. The cost of cleaning up all the Navy bases could exceed \$2 billion.

"We have been working on all of this in cooperation with the EPA and intend to restore our installation to its pristine condition," says TI Naval base spokesman Ken McNeill. Treasure Island was 'built' of dredging spoils in the late '30s to host the 1939 World's Fair.

ALAMEDA ESTUARY — An article entitled "Revenge of the Packers" in the Classic Yacht Association newsletter *Classic Currents* caught our attention last month. (We get a number of newsletters from non-sailing associations, some quite good.) But no, it wasn't about the latest coaching shuffle or draft picks in Green Bay. This concerned Dan Bevin's lovely classic motoryacht *Memories*, which sank in the Estuary late last year. Seems Dan, a new boater unfamiliar with the approach to Brooklyn Basin, strayed outside the buoys on the West end of Coast Guard Island. The boat hit something and went down. That something, according to CC's Bob Partridge, was the remains of the Alaska Packer fleet. From the 1880s until the 1930s, the Alaska Packers Association operated a fleet of square riggers. Each year, they'd make the trip north to Alaska in support of the salmon fisheries, returning to their Alameda base in the off season. Eventually, the ships got replaced by steamers, the salmon got fished out and the square riggers were left to rot. (Hyde Street Pier's *Balclutha* is a rare survivor of that fleet.) In perhaps a final act of retribution from the last great days of sail, *Memories* tore her bottom open on the bones of a square rigger. But hey, we're all beyond that petty sail/motor, ying/yang thing, aren't we? We're happy to report *Memories* is even now undergoing

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SIGHTINGS

shorts — cont'd

repair and restoration and will sail again soon.

And in this case, sailors can learn from a powerboater: When entering Brooklyn Basin, don't cut the corner.

MORE ALAMEDA ESTUARY — Last year, we reported on a money-saving plan by the Alameda County Department of Public Works to limit the hours of operation of the drawbridges on the Oakland Estuary. While the bridges would have been manned during normal working hours, they would not have been manned at night unless arrangements had been made four hours in advance. Presently, the bridges open on request 24 hours a day except during rush hour.

It's worth noting that the Department of Public Works were the *only* ones we have come across that were for this plan. It was opposed by, among others, the Army Corps of Engineers, the Port of Oakland, PICYA, Stone Boat Yard, Aeolian YC and most boaters.

Happily, the Coast Guard took those opinions into account when it determined that the plan did not meet reasonable needs of navigation. For now at least, the bridges will operate as they always have.

NOT FAR OFF THE COAST — The controversy over whether oceangoing sailboats need engines will doubtless swirl forever. But motorboats, they definitely need engines. That's why Dan Myers knew something was seriously wrong when he went below on the 39-ft fishing boat *Tuna Rama* to discover the engine was gone.

The freak incident occurred on February 2. Myers had left Santa Cruz earlier in the day and was heading up the coast "when I felt a bump and heard the engine wind down," he says. When he got to the engine room, "the engine was gone. Something pulled it right out the back. I ran back and called in a mayday with my position and then the radio died."

So let's see: no engine, no electronics and a large hole in the back of the boat. Have we mentioned the fire yet? Oh yeah, the engine room was on fire, too. While Myers was busy putting on his survival suit and grabbing his EPIRB and flares, he heard aerosol cans exploding from the heat in the engine room. That reminded him of the large propane tank on board. The way his luck was running, he figured the best thing to do was get off. So he jumped overboard, activated the EPIRB and tried his best to get at least a little ways away from *Tuna Rama*.

After about 45 minutes in the water, Myers was rescued by the Coast Guard cutter *Morgenthau* — and went from having Top Ramen to a steak dinner on the cutter. Just as they were leaving the scene, the smoldering remains of *Tuna Rama* slipped beneath the waves to join its engine.

FARALLON ISLANDS — The San Francisco Board of Supervisors — whose entertainment value rivals anything you can find at local comedy clubs — has finally gone off the deep end. That's the only assessment we can come up with after learning late last month of a secret deal they have going — to sell the Farallon Islands!

"Those damn rocks have been a liability since day one," said an insider who asked not to be identified. "No one goes there, they're a hazard to shipping and they smell bad. The feeling of many Supervisors is that it would be a good thing if they just 'went away'."

He declined to quote an asking price, but noted the amount would be 'substantial' — "enough to cure many of the City's problems outright, as long as we can keep Willie Brown from using the money to build a monument to himself."

The Supervisors have apparently already entertained several offers for the Farallones. Among them were a survivalist group who planned to secede the islands from the U.S. and form their own country, a duck-hunting association from Georgia who wanted to go out and shoot all the birds, and Disneyland, who wanted to throw a little makeup on the place and create a pirate-like resort modeled after the recent movie *Cutthroat Island*. But the most serious negotiations have been with none other than the French government.

"With the end of their nuclear testing in the South Pacific, they've been

can-do

the Bay in the late '80s in a 9-foot sailboat that took 100 days to get home. And just a few years ago, he pedaled his way home in a boat powered by a bicycle frame — complete with seat and handlebars — connected to a propeller. In stunt-crazy Japan, Horie is

39 and

Looking good this month is Richard Moran's lovely *Echo*, a 38-ft sloop designed and built by Stephens Marine in 1957. Shown



continued outside column of next sightings page

— cont'd

apparently something of a national hero.

Among amenities on *Malt's Mermaid* is a small refrigeration unit that will chill two cans of beer a day. Unlike brewskies on most boats, these serve a double purpose: welcome refreshment and emergency patch kit.

holding

here during last year's Master Mariners Regatta, it's easy to see why *Echo* remains one of the prettiest old woodies around.

shorts — cont'd

looking for a place to dump several hundred tons of radioactive waste," said our source. "When their recent attempt to purchase Niihau (in the Hawaiian Islands) fell through, they came here." Our source vehemently denied rumors of continued underwater nuclear testing by the French if the deal goes through. He then went on to dismiss concern from environmental groups over the proposed dumping with the following appraisal:

"There are already drums leaching toxic chemicals into the waters around the Farallones that were dumped there after World War II. Besides, the worst-case scenario is you kill off a few white sharks and seals. Fishermen have been doing that for years."

Incredibly, none of this has yet hit the national media. And you can be sure it won't, because we just made it all up. April Fools!



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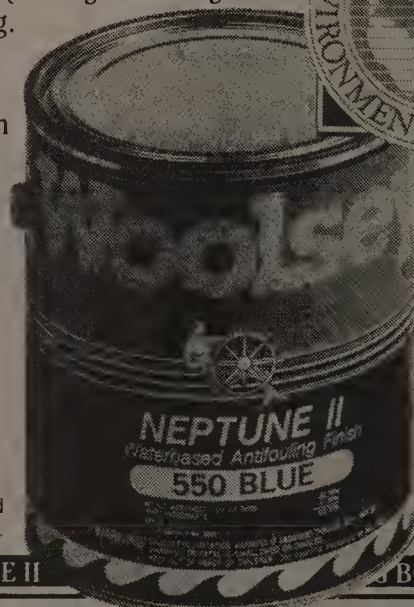
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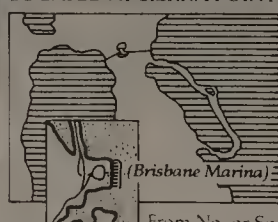
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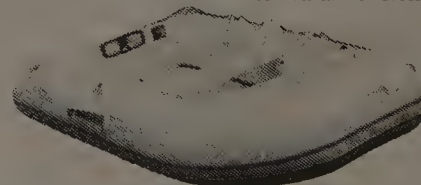
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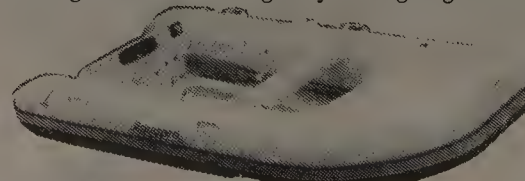
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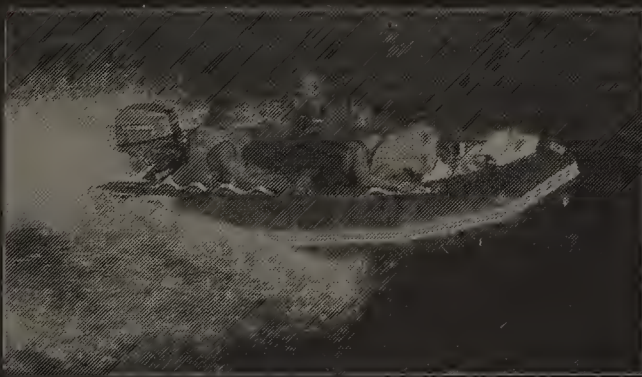
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While the climate of San Francisco Bay makes it a sailor's paradise, our location is off the beaten track for the world's so-called 'superyachts'. In ports from Antibes to Antigua, they're a dime a dozen (so to speak), but the visits of large sailing yachts to

jackhammers went to work in early October, the shrink-wrap went on a few weeks later, and . . . well, maybe we should start closer to

*The last big item on the rebuild
called for the replacement of the teak deck
— all 3,500 square feet of it.*

the Bay are so rare that most of them qualify as newsworthy events. Few such events will be able to match the five-month stop made by the 213-ft three-masted schooner *Adix*.

The first thing that strikes you about *Adix* is the sheer size of the boat. To get an inkling of this, go stand in the end zone of your nearest football field and pretend you're standing on the taffrail. Now send a friend down to the 40-yard line — the opposing team's 40-yard line — and imagine you're squinting at him over a field of teak instead of grass. That's about where the bow would be, 186 feet away. For the full effect, which is more like 235 feet including the overhang of the 85-ft mizzen boom, have him walk on down to the 20-yard line. Then look up and imagine divine laughter as the 140-ft mizzen mast tickles the feet of God.

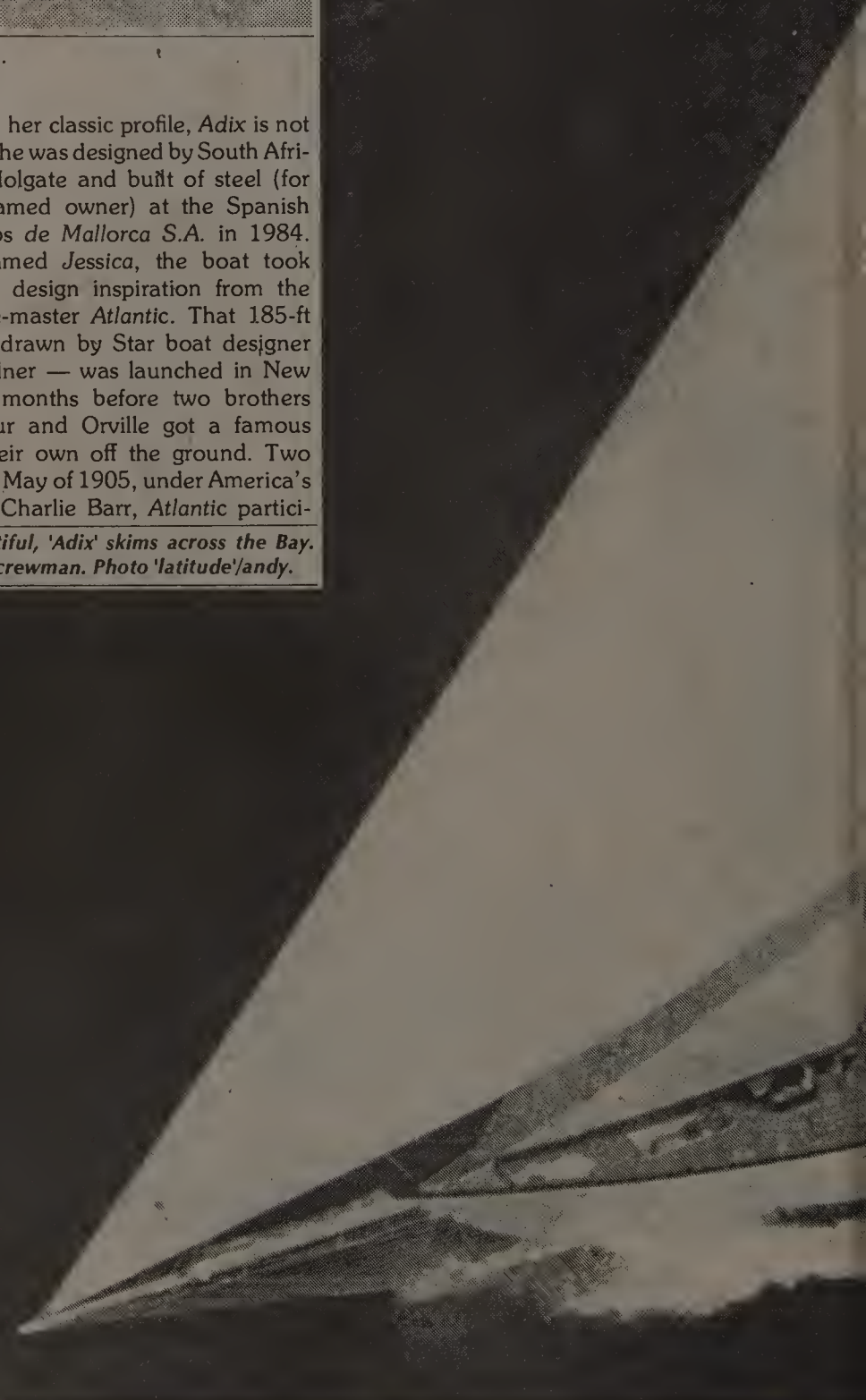
Someone please correct us if we're wrong, but to our knowledge, *Adix* is the largest privately owned sailing yacht to visit San Francisco in the last half-century — and maybe ever.

That 'field of teak' is what brought *Adix* to the Bay. The last big item in one of the most extensive rebuilds we've ever heard of called for replacement of the boat's teak deck — all 3,500 square feet of it. Captain Paul Goss and the 'unnamed' owner put the bid out to yards all over the world. The job finally went to Stone Boat Yard in Alameda. The schooner arrived at the yard in late September, the

the beginning.

Despite her classic profile, *Adix* is not an old boat. She was designed by South African Arthur Holgate and built of steel (for another unnamed owner) at the Spanish yard *Astilleros de Mallorca S.A.* in 1984. Originally named *Jessica*, the boat took much of her design inspiration from the famous three-master *Atlantic*. That 185-ft schooner — drawn by Star boat designer William Gardner — was launched in New York a few months before two brothers named Wilbur and Orville got a famous project of their own off the ground. Two years later, in May of 1905, under America's Cup skipper Charlie Barr, *Atlantic* partici-

Big and beautiful, 'Adix' skims across the Bay. Note ant-like crewman. Photo 'latitude'/andy.



ALL DECKED OUT





ALL DECKED OUT



pated in the Trans-Atlantic Race. Starting off Sandy Hook with 10 other yachts, *Atlantic* soon showed the fleet her heels, passing the finish line at the Lizard in 12 days, 4 hours and one minute later — a record that would stand for 75 years.

The second owner of *Jessica* was none other than Alan Bond. No anonymity for this flamboyant Australian entrepreneur who bankrolled the first syndicate to wrest the America's Cup away from U.S. shores in 1983. Bondie chucked the *Jessica* moniker for XXXX ('four ex') — apparently in celebration of his favorite brew. A link to Bond's subsequent ruin — he's now broke and facing jail time for fraud — would be hard to prove. But we'd like to think it was at least partially due to bad karma for giving such a beautiful boat such an awful name.

The current owner, a Spaniard, acquired the boat in Antibes in 1990. Almost immediately, he and Goss drew up a list of changes they wanted to make, any one of which would make the average weekend warrior blanch with horror. For example, the boat didn't sail upwind very well with that long, shallow keel, so it was cut off and replaced with a 16-foot-deep, 43-foot-long fin keel and skeg-hung rudder. The owner didn't particularly like the look of the transom, so the whole stern of the boat was cut off and a new one — 18 feet longer — welded on. The bowsprit and masts were lengthened. The original steel and aluminum deck furniture was torn off and replaced with classic wood and bronze hatches, skylights and other

SPREAD LATITUDE//JR; INSET JOHN ARNDT



GRACE BODLE

Above, light rains really made the new decks glow. Spread, outbound past Mile Rock. Inset, view from the widowmaker.

structures. The circular cockpit Bond had installed was removed, restoring the boat's clean sweep of deck. The interior was gutted in preparation for an entirely new one. And so it went for 10 months at the Pendennis Shipyard in England in 1991.

As promised, *Adix* was relaunched in time to compete in the Nioulargue Regatta in September of that year. She then spent another

eight months in Southampton getting the new interior and other upgrades checked one by one off the 'to do' list.

All except for the main deck, that is. Constructed of teak over a plywood subdeck over the steel structural deck — all glued and screwed from here 'til Sunday — it seemed bulletproof. But somehow, delamination began. 'Hollow' spots and rust stains started and grew, and it became obvious to all involved that if the teak weren't replaced soon, the much more expensive job of redoing the deck and steel wouldn't be long in coming. Enter Bill Bodle at Stone Boat Yard.

Stone's has specialized in boatbuilding and servicing the needs of big boats since they first opened their ways in 1853. In the heyday of pre-war boatbuilding in the Bay, Stone's built the biggest yacht ever to sail out of San Francisco Bay, the 146-ft *Northern Lights*, also a three-masted schooner. Bodle himself has owned two large schooners, and — small world — Adix skipper Goss served as a deckhand on one and first mate on the other in the mid-'70 and early '80s.

Adix arrived at the yard, which is located in the Alameda Estuary near the Park Street Bridge, in late September. Interestingly enough, another 'superyacht' arrived at the yard on the same day. The lithe, black-hulled 140-ft Bruce King ketch *Heitaros* — a sort of blown up version of *Ticonderoga* — was there for some work on her centerboard. It was quite a treat for sailors and landlubbers alike to check out the two big boats, both plainly visible from the parking lot of the nearby Payless Drug Store.

As we said, soon after arrival, the jackhammers and chainsaws went to work on Adix's 'old' deck. For a more in-depth report of the exact procedure from there on out, see the sidebar at right.

The entire project, which also included some mechanical upgrades and a bottom job, was completed in five months.

Adix finally departed the yard in late February. We were lucky enough to be invited aboard for the 'shakedown' cruise before she headed south.

Our first impression. . . well, okay, the second — the first was walking around the boat ogling everything with our mouths open. . . was appreciation for the skill of skipper Paul Goss. With a strong ebb running down the Estuary, Adix had to be cast off and turned 180 degrees while drifting broadside to the current and heading rapidly tow-

OFF WITH THE OLD, ON WITH THE NEW



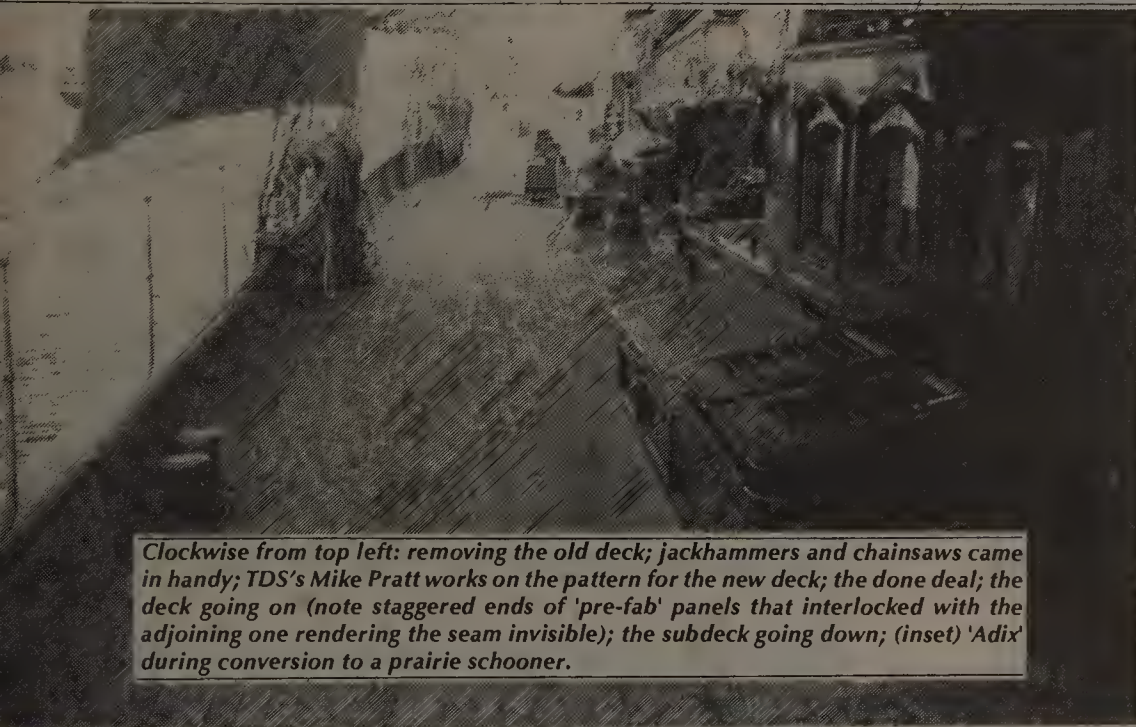
A project the scope of redecking Adix is hard to convey with words. Hell, it's hard to convey if you stand on deck and watch the whole thing happen around you. But until they figure out how to come up with virtual reality bifocals to read this stuff with, words will have to suffice. Here's a brief rundown of the procedure.

1. *Off with the old deck.* The original teak and wooden subdeck was ripped, pried, chainsawed and jackhammered off.

2. *Under the big top.* Because of EPA

rules, it was necessary to cover the deck of Adix while it was sandblasted. But in this case, the covers would not be coming right back off. With winter on the way, and humidity and temperature control vital to the success of the project, the covers not only needed to stay on, they needed to be able to weather the storms of winter without blowing to smithereens. So the next order of business, as Bodle put it, "was to make a prairie schooner out of her." A framework of 1½-inch PVC pipe was erected over the deck,

ALL DECKED OUT



Clockwise from top left: removing the old deck; jackhammers and chainsaws came in handy; TDS's Mike Pratt works on the pattern for the new deck; the done deal; the deck going on (note staggered ends of 'pre-fab' panels that interlocked with the adjoining one rendering the seam invisible); the subdeck going down; (inset) 'Adix' during conversion to a prairie schooner.

ALL PHOTOS DAROLD SIMS EXCEPT AS NOTED

boats will have a better appreciation of this job than those who haven't. We've done 24-footers whose bottoms seemed as endless as the *Queen Mary*. Our shoulders ache just to imagine what it was like to sand more than 3,000 square feet of deck on Adix.

The fairing was necessary because of steel's tendency to buckle here and there when it's welded. How do you fair a deck larger than the floorplan of most houses? Just like they do in the neighborhood body shop — with bondo and longboards.

Of course, the 'bondo' in this case was a high-tech epoxy fairing compound — 600 to 700 gallons of it, Bodle reckons. Once applied, 10 or more workers donned ear, nose and eye protection and hit the decks with big 15" X 15" power sanders. Special fairing battens 30 to 40 feet long were carefully cut to guide their work. It was another time, says Bill, "when being under the tent wasn't the most wonderful place to be."

4. Adjust the deck hardware. Once the fairing was done, many hatches, winch bases and other hardware had to be raised or lowered to fit the deck's new profile. This meant cutting out and rewelding, among other gear, 400 feet of stainless steel boundary bar.

5. Make a deck pattern. To save time, Stone's contracted with Teakdecking Systems of Florida to pre-mill and 'pre-fabricate' the deck. TDS flew out several workers who aided a team made up of local shipwrights, Stone's workers and Adix crewmen in making a pattern of the existing deck. This was accomplished with strips of 1/8-inch thick mahogany 'doorskins'. The completed pattern was broken down into manageable pieces and shipped to company headquarters in Orlando.

6. Attach a new subdeck. This was accomplished by gluing down two layers of half-inch marine-grade plywood.

7. Fit the new teak deck. The new deck arrived from Florida on two trucks. It consisted of a number of 'pre-fab' panels, the largest of which measured 30 inches wide by 38 feet long. On the panels, the teak planks were already cut, layed down and caulked to a thin piece of laminate. With careful measurements (of humidity and moisture content of the sub-deck) being taken and maintained, the panels were glued in place jigsaw-style. It was the first time designer/builder Darold Sims of Mill Valley had done a deck this way and he admits to being pretty amazed. "Once the deck was down, you couldn't see where the sections joined," he says. "The fit was so precise that the gap between them was 3 to 3½ millimeters — the same gap as a caulking seam!" Screws held the deck in place until the epoxy cured.

GRACE BODLE

followed by plastic shrinkwrap similar to the stuff that covers a holiday turkey. A crew out of L.A. that specializes in the work came north, draped a few acres of white plastic over the framework and heat-shrunk it with handheld torches. The result was a stiff, conestoga-like cover that would hopefully hold winter at bay long enough for the project to be completed. Except for one storm that ripped part of the cover off and soaked the work in progress, it worked like a charm.

Which is not to say it was always charm-

ing inside the cocoon. Sometimes, the heat needed to achieve ideal conditions for the various adhesives and other materials made for pleasant T-shirt conditions inside while storms raged outside. Other times, such as the day or two before the final decking went down, the big butane heaters cranked the inside temperature up to and over 100 degrees to get things dry enough for the glue to go off.

3. Sandblast and fair the steel deck. Those of you who've faired the keels of small

ADIX — ALL DECKED OUT

ard the Park Street Bridge. No biggie. With the bow thruster pushing one way, a tender at the stern pushing the other and the judicious use of the boat's huge reversible prop, we were soon headed up and out of the Estuary.

Out on the Bay, it was one of those frustrating winter days when the weather couldn't quite decide what it wanted to do. Puffs of breeze in the 6 to 12-knot range rippled patches of water all around and we were spit upon all day by endless little rain cells. Yet none of it could dampen the thrill that came when the engine went off and the sails took over.

The two things that amazed us most were, first, how small *Adix* made the Bay seem. It was like sailing an Olson 30 on Lake Merritt — as soon as you settle onto one tack, you're out of water and its time to come about again. The other thing was how sensitive a 370-ton boat could feel. Every time a puff hit, you could feel the boat accelerate a bit. It's apparent that Goss and the other people who reconfigured *Adix* definitely



JOHN ARNDT

knew what they were doing. Of course, being able to spread more than 18,000 square feet of sail area helps quite a bit, too.

With the owner and a full complement of 18 crew aboard, *Adix* departed the Bay on March 3. The plan was to enjoy the Sea of Cortez for a while, then head back up to San Diego in early April.

In 1997, Goss has orchestrated a special event that, with some luck, might involve a bit of ghostbusting — staging a rerun of the 1905 Trans-Atlantic race. He's already secured sponsorship from the New York YC, and has tentative entries from five other big schooners. As in '05, the race would start in May and travel the same 2,925-mile course from Sandy Hook to the Lizard. If *Adix* gets the breeze, as Goss hopes, maybe she'll even beat *Atlantic's* legendary mark.

Even more exciting, however, is a rumor that started shortly before *Adix* departed the Bay. Strictly hearsay, you understand, but the word is that she might come back north to participate in this May's Master Mariners Regatta.

Wouldn't that be an event to remember?

— latitude/jr

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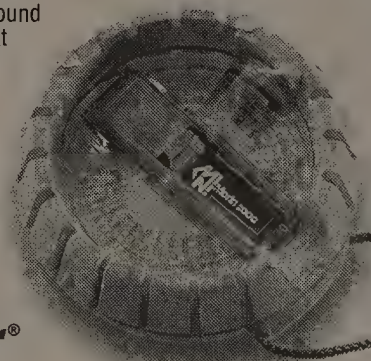
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It was just six months ago that extremely powerful hurricane *Luis* ripped through the Eastern Caribbean islands of Antigua, St. Barts and St. Martin. The damage to these yachting centers was terrible.

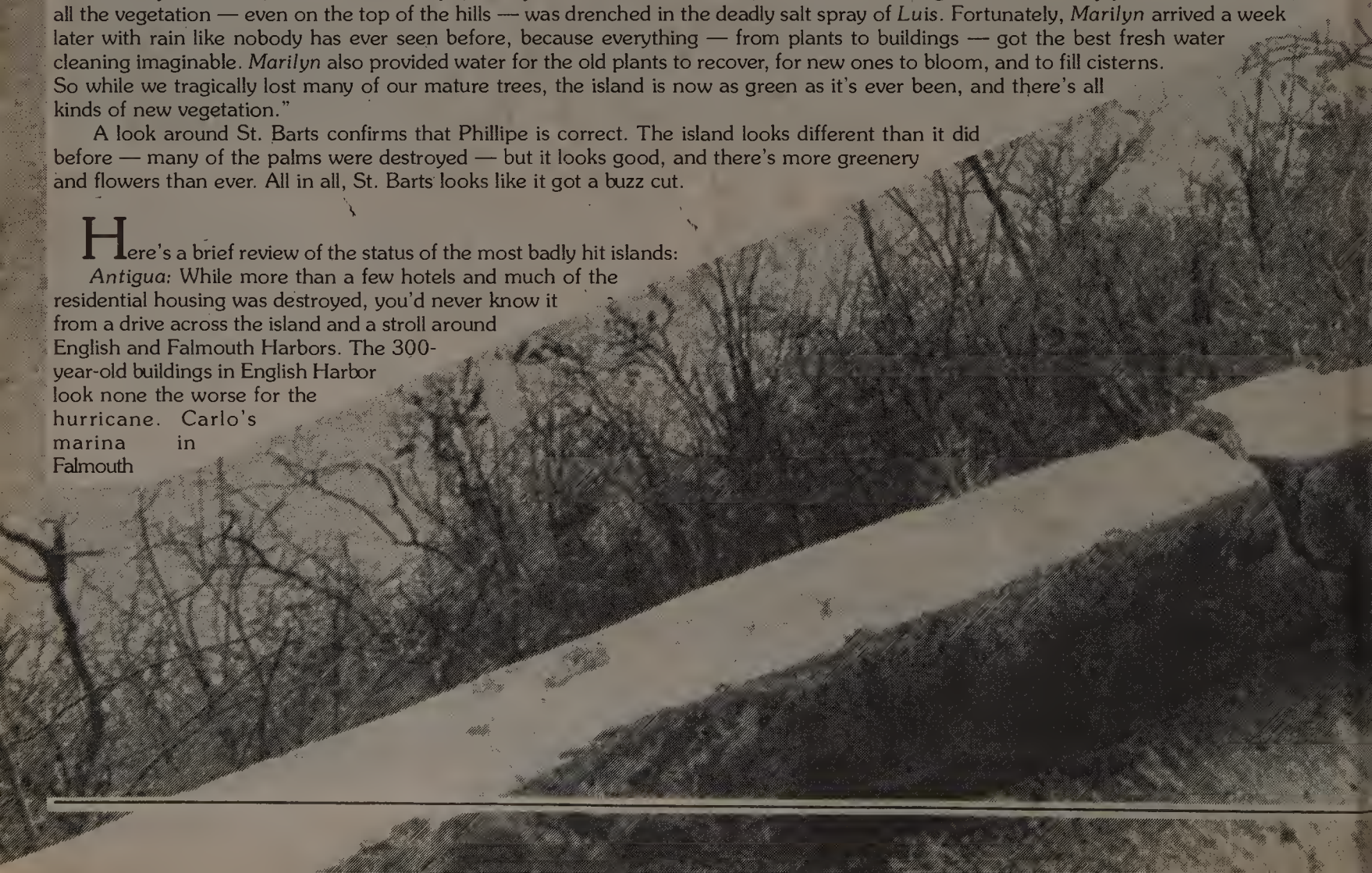
One week later hurricane *Marilyn*, not quite as powerful as *Luis*, followed a similar path but just a little to the west. While few would realize it at the time, it was *Marilyn* — more specifically her days of unrelenting torrential rain with only moderate wind — that set the stage for at least some of the islands to recover.

"The day after *Luis*," remembers Phillipe, a 20-year resident of St. Barts, "there wasn't a single leaf left on any plants on the island, and all the vegetation — even on the top of the hills — was drenched in the deadly salt spray of *Luis*. Fortunately, *Marilyn* arrived a week later with rain like nobody has ever seen before, because everything — from plants to buildings — got the best fresh water cleaning imaginable. *Marilyn* also provided water for the old plants to recover, for new ones to bloom, and to fill cisterns. So while we tragically lost many of our mature trees, the island is now as green as it's ever been, and there's all kinds of new vegetation."

A look around St. Barts confirms that Phillipe is correct. The island looks different than it did before — many of the palms were destroyed — but it looks good, and there's more greenery and flowers than ever. All in all, St. Barts looks like it got a buzz cut.

Here's a brief review of the status of the most badly hit islands:

Antigua: While more than a few hotels and much of the residential housing was destroyed, you'd never know it from a drive across the island and a stroll around English and Falmouth Harbors. The 300-year-old buildings in English Harbor look none the worse for the hurricane. Carlo's marina in Falmouth



PRETTY AS A PICTURE



PRETTY AS A PICTURE

Harbor was packed with bigger megayachts than ever, and new docks and waterfront buildings were progressing toward rapid completion. The island is totally up and running, and sailing businesses are gearing up for not just recovery, but growth. And all indications are that April's Classic Yacht Regatta and Antigua Sailing Week will be as popular as ever.

St. Barts: While the beach at Columbie is at least temporarily ruined, there's a hotel in the process of crumbling onto Flamands Beach, and there are two steel boats permanently wrecked on the rocks at the entrance to Gustavia, a first-timer to this Caribbean gem wouldn't even know it had been hit by a hurricane. A combination of hard work on the part of the islanders — most of whom have roots in Brittany and Normandy — and quick assistance from the French resulted in the roads being cleared in just six hours and the entire island rewired in just six weeks! And Mother Nature is doing a great job with the vegetation.

St. Barts was as crowded and fun as it's ever been — and as prosperous as we've seen it. The motorscooters were three deep at the tiny island's Cartier store, and the modest supermarket across from the airport had a \$1,000 bottle of champagne on display. In fact, if St. Barts has a problem, it's that it fully recovered more quickly than the other islands, so more cruise ships are calling than ever before. The locals, who still care about the old ways more than they do money, have had one mini revolt against increased tourism.

St. Martin: There still must be 100 wrecked boats on the shores of Simpson Lagoon, and maybe another 20 masts of sunken boats poking through the surface. A major tourist island that relied heavily on hotel and cruise ship visitors, St. Martin is still struggling to get back on its feet. Some beaches are totally washed away, and some

of the major hotels and complexes are still in shambles.

The good news is that the big airport is fine, all of the charter companies are back on their feet, and the weather and nearby islands are as spectacular as ever. For sailors, St. Martin is a 'go'.

British Virgins: These charter favorites were only nicked by *Luis* and *Marilyn* and have been 100% all along.

St. Thomas, U.S. Virgins: "Oh, look at all the pretty blue roofs," said Sylvia, *Big O's* cook, the first time she entered Charlotte Amalie from sea. Capt. Jim almost didn't have the heart to tell her they were plastic tarps provided by FEMA, the government disaster response agency. St. Thomas, which looked pretty shabby before *Marilyn* gave her a knockout punch, still has a long way to go. The big hotel and little stores at Yacht Haven that were once so busy remain shattered, and there is no indication they'll ever reopen. And the island is taking forever to get phone, electricity, and other utilities restored to everyone.

There is good news, however. The airport is fine, and for reasons that escape us, four and five cruise ships are still calling each day. These are difficult times in the U.S. Virgins, but the islands are slowly coming back. As for sailors, there's no real difference — other than you get to inspect a pretty good number of boats still on the beach than before *Marilyn*.

"People have the wrong idea about hurricanes," says Phillipe. "They are part of the natural cycle in the tropics, the way Nature gets rid of the old and gives birth to the new. But as you can see, the transition has been surprisingly quick — and our island is back to being a work of art." — **latitude/rs**

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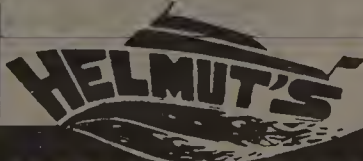


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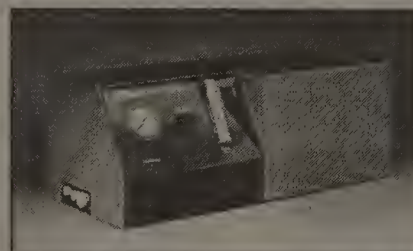
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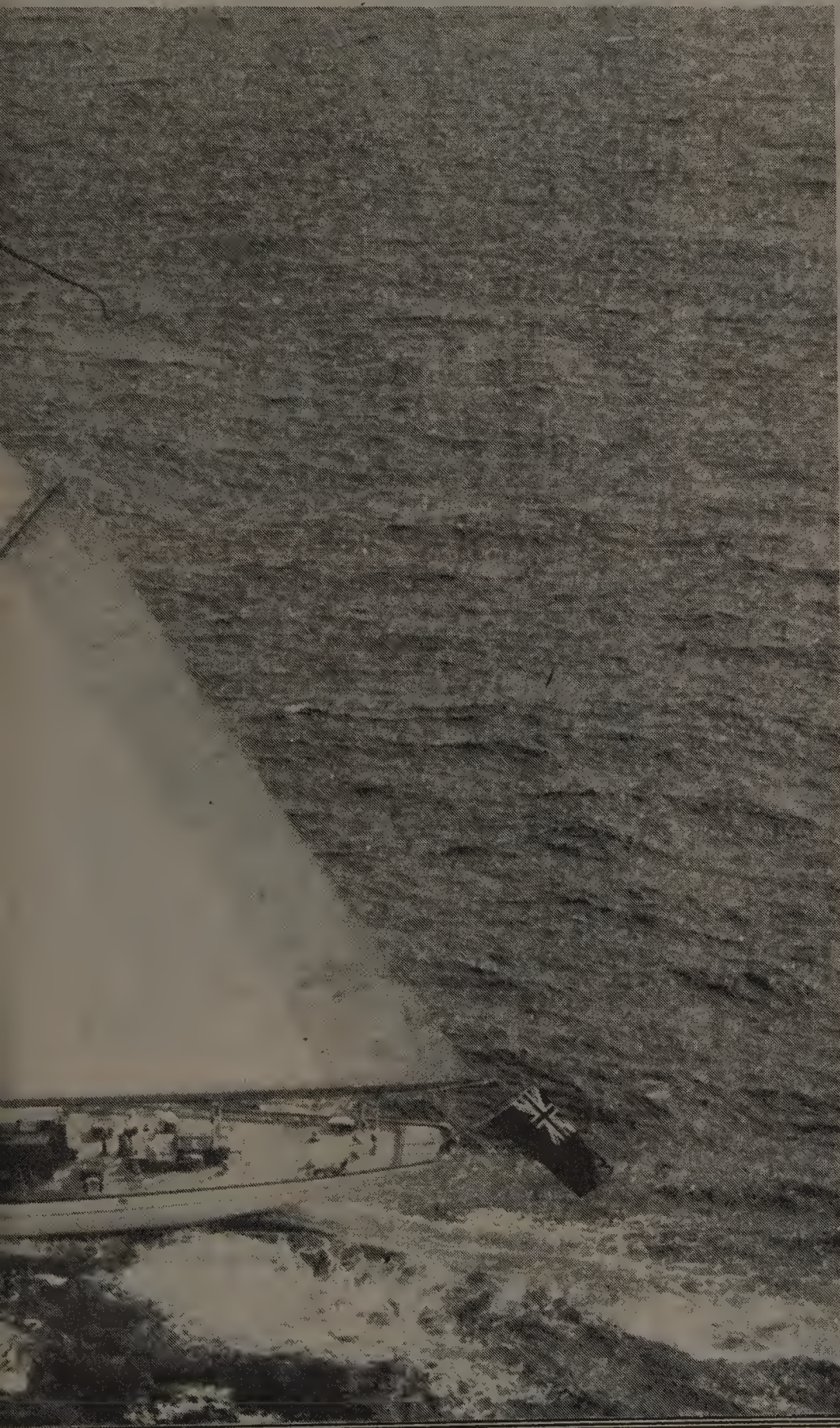
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ADIX is a triple gaff topsail schooner yacht built in 1982. She is 212 ft. overall (183 ft. on deck). Her refit was started at Stone Boat Yard October 1, 1996 and was completed on March 6, 1996. It included modifications to the deck equipment, bronze castings, bottom painting, interior modifications and replacement of the entire 3,500 sq. ft. main deck in Burma teak. The yacht's excellent crew were active participants in the project.

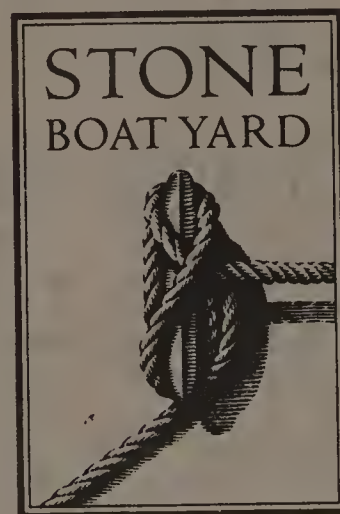


Shown below: 'Adix' is out of Sydney bound for Hobart in last year's race.



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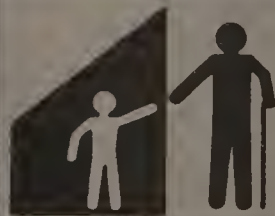
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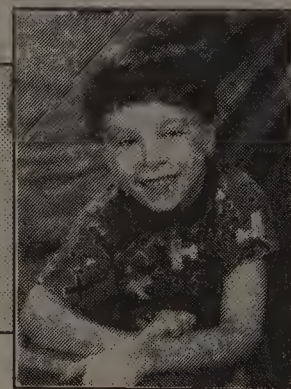
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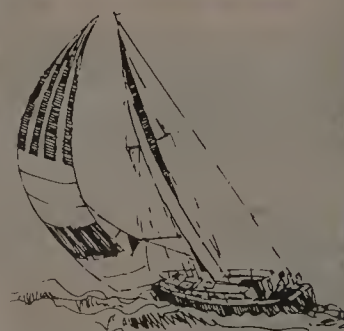


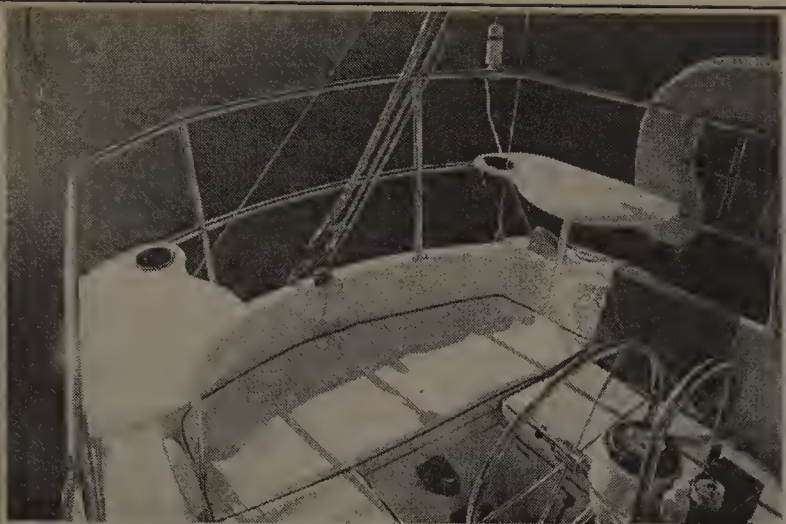
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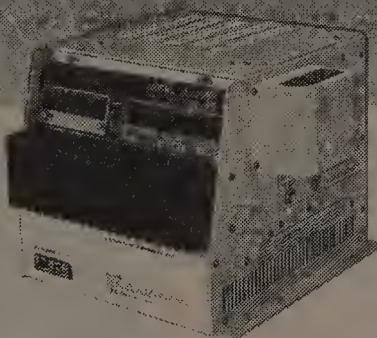
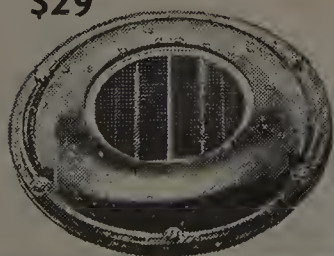
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PHIL KAIKO — A CONNECTICUT YANKEE

For someone who's only halfway through his third decade, naval architect Phil Kaiko has covered a lot of ground — as a yacht designer, boatbuilder and sailor. He's not one to blow his own horn about it, however, which is probably why it's taken so long for us to do a story about him.

The emerald-eyed Novato resident isn't a Bay Area native, but over the past decade and a half he's unpacked his bags here more than once as he engaged in yacht design's equivalent of the Crusades. We're talking America's Cup, of course, and Phil's been involved with the last three of them: the 1986 Golden Gate Challenge, Bill Koch's 1992 *America*³ effort and Australian John Bertrand's *oneAustralia* campaign in 1995. With one huge success — *America*³ — and two high-profile near misses (the Golden Gate Challenge's front-ruddered *USA* and Bertrand's primetime sinking of *oneAustralia*), he's gained quite a bit of experience in this exclusive domain of boat design.

While Phil waits for the next America's Cup to gear up, he's putting down roots in the Bay Area and trying to establish himself as a bonafide designer working on a diverse range of boats and projects. Since the next Cup wars won't take place until the year 2000, he's got some time to devote to the latter. And if working under his own name proves successful enough, he might just stay home the next time an America's Cup syndicate calls. Then again, he might not.

Kaiko grew up in the pastoral coastal town of Mystic, Connecticut, where he enjoyed occasional waterborne activities as a lad but did little sailing. It wasn't until his mid-teens when he went searching for a part-time job that he got really involved with boats. "I'd narrowed my career choices down



Phil Kaiko.

a genuine interest in designing boats. His high school drafting projects were often Herreshoff-inspired yachts, and he'd bring them to Legnos for critique and advice. Eventually, yacht design became so intriguing that Phil traveled west to study at the University of Michigan's esteemed naval architecture department, alma mater of such notables as Bruce Nelson, Eric Schlageter, Bill Tripp and John Reichel. Unfortunately, while the curriculum was otherwise first rate, "The instructors were always trying to push me away from yacht design," says Phil, "because it's such a tough way to make a living."

By the time Kaiko earned his degree in 1982, the heyday of the IOR had passed and what glory many designers had enjoyed was

work in Ted Hood's design office in Marblehead, Massachusetts, Kaiko jumped at it. For the next year, he drew boats all day long and sometimes into the night. "They weren't interested in my technical background," he says. "They just wanted me to get as much lead on paper as I could each day. I'd finish around 7 or 8 in the evening and come back early in the morning to find that Hood had gone over the drawings and marked his corrections. Ted never said much, but he sure worked hard."

Phil also got out on the water quite frequently, often aboard the designer's various yachts, all named *Robin*. He crewed on a Holland One Ton in Marblehead and frequently sailed in the highly competitive J/24 fleet in Newport. His first Bermuda Race was aboard Bill Koch's Little Harbor 78 *Jayhawk*, a 120,000-pound monster that marked the Kansan's first venture into yacht racing. Koch later bought Hood's 50-foot *Robin* on which Kaiko crewed as well.

During his college years, Kaiko had sometimes consulted with the late Gary Mull in Oakland about design issues. They later

"The instructors were always trying to push me away from yacht design because it's such a tough way to make a living."

to architect, engineer or oceanographer," he says, but when local boatbuilder Peter Legnos asked the youngster what he wanted to be when he grew up, Kaiko took a flyer and replied "naval architect". Legnos took him at his word and put him to work sanding molds and doing the grunt work building a line of cruising catboats ranging in size from 15 to 30 feet. Over the next six years, Phil mastered just about every job in the shop in what he describes as a "classic boatbuilding apprenticeship".

As fate would have it, he also developed

fading. With his strong background in engineering and computers, however, Phil's talents didn't go untested. He secured a position at the US Yacht Racing Union (now USSA) in Newport, Rhode Island, updating their IOR and MHS programs and dealing with boat ratings. Writing computer programs all day wasn't his vision of a fulfilling life, but it did keep him in touch with what was going on.

When an opportunity came along to

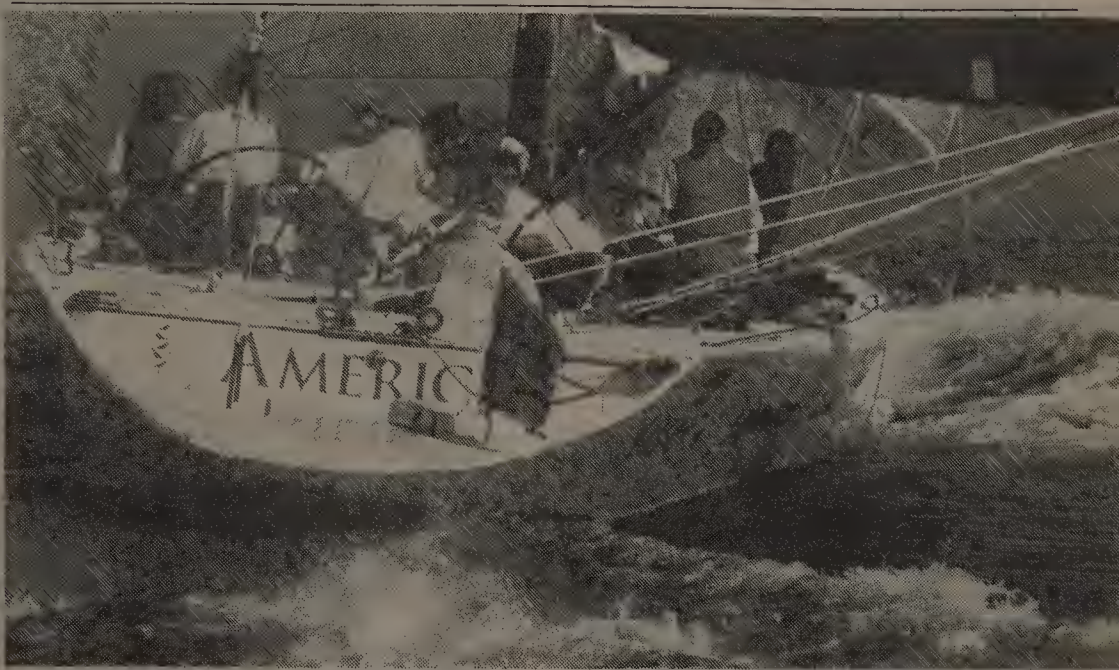
IN KING NEPTUNE'S COURT

knew each other through USYRU, in which Mull was an active committee member. "Gary was always very patient with me and my questions," recalls Phil. When Mull signed on as designer for the local Golden Gate Challenge's 12-Meter in the mid-'80s, he invited Kaiko to join his design office, an offer that was quickly accepted.

Kaiko dove into the America's Cup project with gusto. "He was a good team player and, because of his strong technical background, he worked well with the scientists, especially Heiner Meldner," recalls Peter Dunsford, Mull's chief designer at the time. "Phil was always very straightforward and self-effacing, with a particular talent for working with the prima donnas."

There were no lack of those marquee players in the Golden Gate Challenge group, including, at times, the boss himself. "On the whole, it's nicer to focus on the good memories of Gary, like going to lunches and the coffee shops," says Phil. "But there were

One of the original second-generation IACC's, AUS 31 kept the Aussie's dreams alive until the final round of the challenger trials.



1992 America's Cup winner 'America 3' went on to become a training platform and trial horse for the 1995 'America 3' all-women's team.

times when I felt frustrated and wanted to get on with the work."

When a deep rift developed between Mull

and syndicate skipper Tom Blackaller, the latter requested, rather emphatically, that Kaiko come to work for the syndicate directly. Phil felt bad about leaving Mull, but couldn't pass up what he saw as a once-in-a-lifetime opportunity.

The switch put Kaiko exactly where he wanted to be: in the thick of designing, engineering and building America's Cup yachts. He helped finish the syndicate's first 12-Meter in Stockton, then set up shop in San Francisco to work on the second one. This proved to be challenging in many ways, especially with the yacht's radical front-rudder design. "Phil was instrumental in developing the rudders and the steering systems," says Ken Keefe, who was project manager for the syndicate. "He also worked all hours of the day and night on the boat so it could go sailing the next day. That kind of team spirit is amazing in today's world."

Kaiko feels proud of his efforts in the Golden Gate Challenge, which ended in the semifinal round off Perth, Australia, in early 1987. Although the front-ruddered concept had proved successful, it wasn't fast enough to overcome Dennis Conner's \$20 million campaign (more than double the Golden Gate Challenge's war chest). Conner blew Blackaller out of the water and went on to win the Cup back after his inglorious defeat four years earlier.

Phil spent his last night in Perth at a local pub with some other sailors. He struck up a conversation with a young woman named Jayne and lamented that in the six months he'd been in Australia he had never seen more than the syndicate compound and the room where he slept. Jayne offered to give him the grand tour of Perth and they



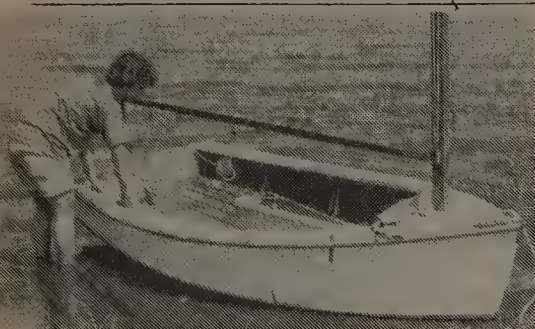
LATITUDE/JR

PHIL KAIKO — A CONNECTICUT YANKEE

spent the night adventuring. Kaiko returned to Berkeley and the pair corresponded for the next six months until he returned for a 10-day holiday. "We decided to see if we could get along for the first day and then take it from there," Phil says. The holiday worked out well and early in 1988, Jayne came to the States to live with him. They married the next year.

At this point, Kaiko decided it was time to hang out his own shingle. Luckily, he had some savings to get him through the lean times, and he was counting on leveraging his America's Cup experience when the competition resumed. The rogue *New Zealand Challenge* in 1988 and Conner's catamaran response put those hopes on hold, and the lean times got a tad too lean. Eventually, Phil found work as a consultant at Anderson's Boat Yard in Sausalito, where Ken Keefe headed up the operation. The gig presented some interesting engineering challenges, including rebuilding the damaged hull of the Frers 82 *Ondine* and fixing the bottom and attaching a new keel to the Pedrick 82 *Sovereign*. He also worked on his own projects, including a never-built 6-Meter for the St. Francis Yacht Club and Russell Long's Ultimate 30 *Duraflame*, as well as subcontracting to other designers, such as Alameda's Carl Schumacher and El Sobrante's Jim Antrim.

By 1990, the America's Cup action finally began again in earnest — this time with radical new 75-footers called IACCs, the International America's Cup Class. Having sailed with Bill Koch years before, Phil had the courage to call and ask about a design



Phil built his first boat, an 8-ft catboat, at age 15.

COURTESY PHIL KAIKO

position in the America's Cup program. "I was just one of the minions with Hood," recalls Phil, "but when I attended my first meeting with the syndicate, Bill walked up, shook my hand and said he was glad to see me again. I was surprised that he even remembered me." Kaiko was hired and spent the next two years immersed in leading edge yacht design once again, commuting between Boston, San Diego and the Bay Area. This time, it paid off big time. In May, 1992, the *Cubens*



sailed to an easy victory over Italian challenger *Il Moro di Venezia* to win the 28th America's Cup.

During the A³ project, Phil's other projects were put on a back burner. This proved doubly frustrating when, after the

Days of Thunder — Tom Blackaller at the helm of the radical front-ruddered 12-Meter 'USA' off Fremantle in 1987.

connections with John Reichel and Jim Pugh from Koch's design team led to a potential deal with the oneAustralia syndicate. Kaiko

VIEW TO A KEEL

For all the ballyhoo that's made of America's Cup security, particularly during the 1992 campaign, it did have its humorous points. One of them involved Phil overseeing the casting of one of America's first keels at Doug Brouwer's facility in Santa Cruz. Phil was also charged with making sure the appendage was guarded and covered during the process.

After loading it onto a truck, he made sure the driver knew where he was going. The driver held up his papers and said "Sure, sure, no problem. America's Cup, San

America's Cup, he went quickly back to subsistence living. Fortunately, Cup talk soon resumed for the 1995 campaign. Phil's

Diego." Kaiko flew down to meet the keel on the other end, but it didn't arrive on time. Hours went by and he started to get worried.

It turned out that the driver knew where Dennis Conner's America's Cup camp was, and that's where he took the keel. When the Conner camp members were asked to take delivery of a keel that they hadn't expected, they said they'd be more than happy to.

Kaiko still doesn't know how much they saw of the design, but from then on he had someone ride shotgun on all the keel deliveries!

couldn't come to a satisfactory employment agreement with Reichel and Pugh, so he was about to pass on the deal when he got a call

IN KING NEPTUNE'S COURT



tion," says Phil. "There were others, too. We couldn't take things for granted like we do here in the States." Nevertheless, the Aussies were great at mapping out their plan and following it, and the boats that came out of the design team, which also included Australia's Iain Murray, were a marked improvement over the first-generation IACCs of 1992. In *oneAustralia*'s debut at the IACC Worlds in San Diego in October of 1994, the boat massacred the competition, scoring straight bullets in the 4-race, 7-boat fleet racing series.

The undoing of this promising start came the following March. During a windy match-up with New Zealand during the challenger semifinals, AUS 35, the second *oneAustralia*, broke in half and sank. The mishap, which made the six o'clock news around the world, was totally unexpected. It remains a mystery to Kaiko and the other designers involved.

The boat had hit a whale a few days earlier, resulting in a bent keel winglet. Phil says he had taken an extremely close look at the hull after the incident and found no structural problems. He also notes that the laminates on the stricken hull were almost identical to those of the syndicate's first boat, as well as that of the *Sydney 95* team. And both of those boats had sailed through 30-knot winds during their training sessions in Australia.

On the day of the sinking, Phil was in the *oneAustralia* tender following the race. The 24-knot winds threw up a nasty chop which made the designer uncomfortable. "They were bashing upwind in these washing machine conditions and at one point I just couldn't bear to watch them anymore," he recalls. "I turned around and looked the other way. Another member of the design team asked me what was the matter. When I told him it was agony to watch the boats in those conditions, he just laughed it off and said: 'What's the worst that could happen?'"

Tale of a fateful trip: AUS 35 commits hari-kari during challenger semifinals. Phil helped pull all 17 crew safely out of the water.

from syndicate head John Bertrand himself. The Aussies wanted to buy as much American technological know-how as possible, and Bertrand asked Kaiko to join their group as an independent. In May, 1993, he and Jayne were off to kangaroo land once again.

Kaiko realized just how much merit the Aussie strategy had when he found out that their wind tunnel was only a concept, not a reality. In two months, he helped bang out the drawings for the testing facility and pieced it together. Unfortunately, the device never did work well. "It was a big distrac-

Shortly thereafter there was a loud bang from below on *oneAustralia*. The boat stopped dead in her tracks, folded up and sank in less than two minutes.

"The guys were in a really tight race and they were pushing the boat very hard," con-



Visiting the old haunts. "Say, has anyone seen Julia Roberts around here lately?"

cludes Phil. "They'd had some gear failures and it seems it was just a classic case of exponential failure."

Faced with making lemonade out of a lemon, the design team furiously rechecked their calculations for the first boat. They could come up with no serious flaws and proceeded on. Sailing AUS 31, the first *oneAustralia*, the syndicate managed to reach the challenger finals, but were unable to match the Kiwis' superior boatspeed, even after making several last minute changes.

Chastened but unbroken, Phil returned to the Bay Area and again set up his own shop. He, Jayne and daughters Sophie and Natalie also moved into a house of their own, and hope to put down some roots. This time they really mean it.

Currently, Phil's doing some general design work, including an IMS 50-footer for an Australian client and alterations to rudders, keels and interiors on existing boats. He's also gotten involved with a 'ground effects' airplane for a client back east, an off-the-wall



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PHIL KAIKO — CONNECTICUT YANKEE



COURTESY PHIL KAIKO

project Phil used to think he'd never do. "I remember working with Jim Antrim on the Water Walker, a combination multihull and overnight camper," he says. "At the time I wondered why Jim would take on such crazy project. But now I understand that they're not all dream projects."

Like a retired Wild West gunslinger now farming a homestead, Kaiko's likely to get another call to join an America's Cup syndi-

Even at 10, Phil "The Rifle" Kaiko seemed destined for the big leagues. He guided the Mystic Tigers to a regional Little League championship, once striking out 15 batters in six innings.

cate — a call he admits he'd be open to. There's already been some interest from the Australians, and he considered going Down Under again to establish himself there in preparation for the races in 2000. He dismissed that plan as too risky, however. "The

usual game with syndicates is that they say they'll have their money in three months and then it drags on and on and before you know it a year has passed," he says. "That's awfully tough from a business standpoint."

Although so far he hasn't received the credit that other designers have for their work in the A-Cup arena, Kaiko is confident he'd be a valuable asset to any group looking to make a run for the Auld Mug. For instance, Phil looks at all the attention San Diego's Doug Peterson has gotten as part of the winning design team for the last two America's Cups and admits to frustration. "At the same time, I'm not sure I'd be comfortable promoting myself like some of these guys do," he says.

"I suppose I fantasize about someday having a firm with designers working for me," says Kaiko about the future. "But in that position you spend so little time actually creating. I like doing the drawing, the nuts and bolts stuff. To me that's the best part of the whole experience."

— shimon van collie

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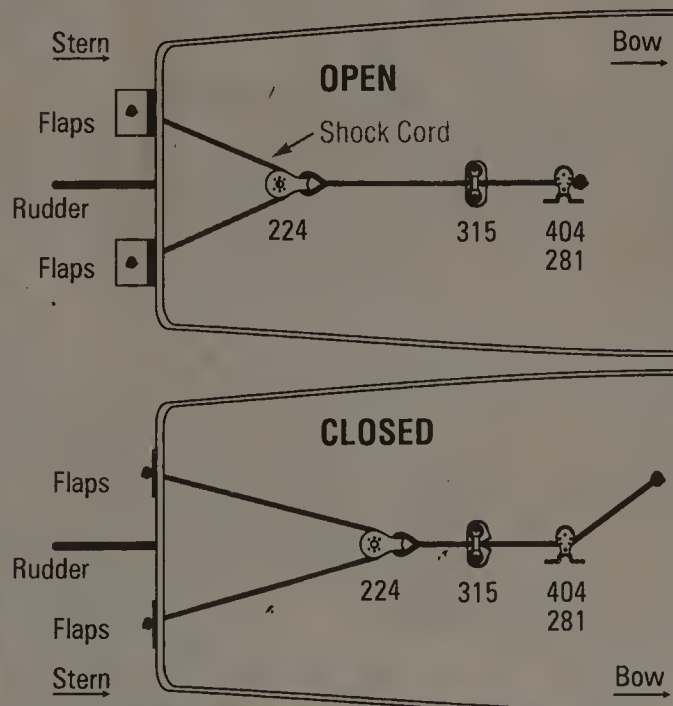
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BIG DADDY REGATTA —





ALIVE AND WELL

The first big PHRF regatta of the year, Richmond YC's Big Daddy on March 9-10, was one of the best in recent memory — really good racing, a fun party, mild weather, and mellow vibes. About the only thing missing from the almost-perfect weekend was the regatta's popular namesake, Bob 'Big Daddy' Klein, who left the party permanently 1½ years ago. At least *Leading Lady*, his beloved red Peterson 40, was sailing in the regatta under the auspices of her new owners, the Cal Maritime Academy. It was haunting to see the boat out there without Klein aboard, laughing and smiling, wearing his trademark white hat and 'yoo-hooing' his many friends.

A large fleet — 118 boats all rating 168 or less — sailed two 'real' buoy races in the vicinity of the Berkeley Circle on Saturday. On Sunday, a slightly smaller fleet sailed the just-for-fun 12.25-mile Big Daddy Pursuit Race around Angel Island, which as usual

'Leading Lady' gave it the ol' college try, but fell far short of the winner's circle.

was a benefit for big boats. The wind was mostly light all weekend, especially on the small boat course on Saturday, which in retrospect was tucked up a little too far north in the lee of Angel Island. For most of the fleet, the regatta wasn't a season counter anyway — rather, it was purely for practice and entertainment value.

"This event has evolved a lot over the years," explained regatta co-chair Steve Bates. "It's gone from IOR to IMS to its present PHRF format, with a 20-boat Express 27 class thrown in as a concession to one design. But the one constant theme over the years is that it's always been just for fun. Since the beginning, Klein and the other founders wanted a regatta that was the antitheses of the Big Boat Series — a low-key, tune-up deal that no one should take

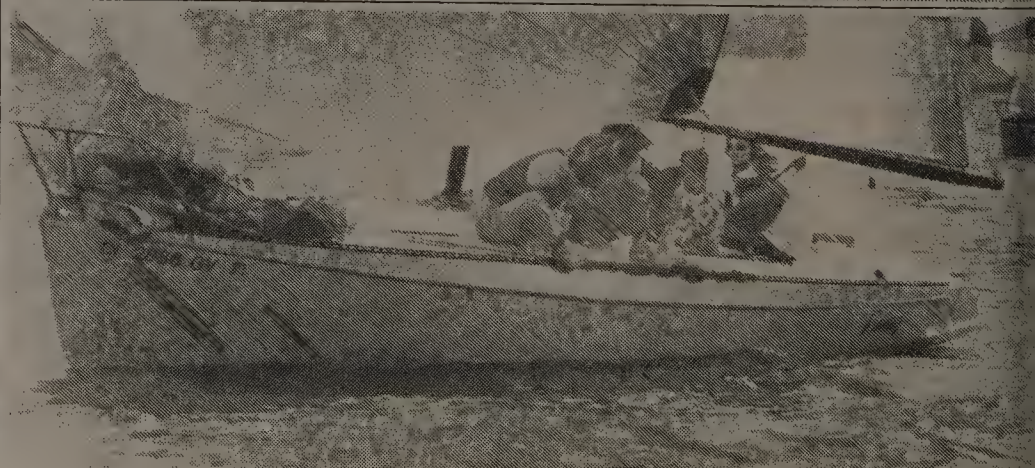
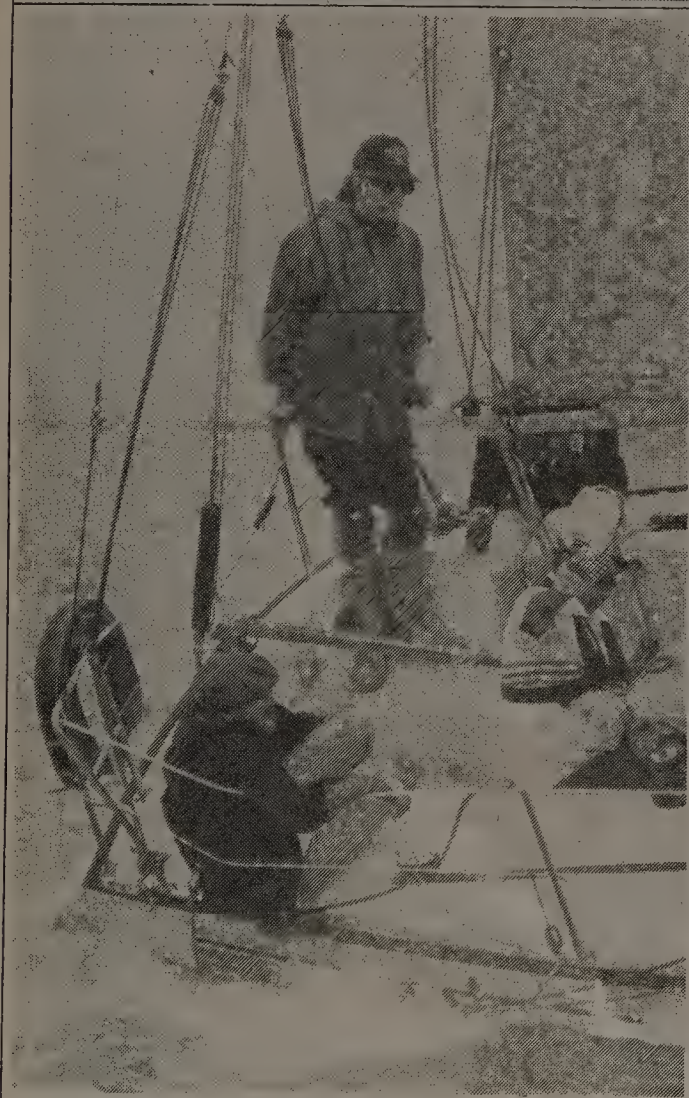
too seriously."

In the past, the race committee work at the Big Daddy has traditionally been — how shall we say it politely? — pretty low-key, too. This year, however, everything clicked: the race management was visibly upgraded ("Or maybe we just got lucky!" joked Eric Arens), and the shoreside activities seemed particularly well-orchestrated. The Caribbean-style dinner and dance party ("Racing Away to Margaritaville") was lots of fun, featuring a steel drum band in the afternoon and a reggae band at night. Even the champagne served at Sunday's awards ceremony was way better than usual!

Altogether, it was a good show — a little slice of heaven, served up in vintage Richmond YC style. Klein's legacy and spirit were very much in evidence all weekend. Come to think of it, maybe Big Daddy was there with us after all.

— latitude/rkm

BIG DADDY REGATTA





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Clockwise from below: MORA champ 'Roadhouse Blues' in the groove; (bottom) tres amigos signal victory, peace or possibly a second place finish; the Moore 24 'Frenzy' looking anything but; (top) charge of the light brigade; the 'Chili' gang cookin' upwind; 'Big Z' showing off her flashy new graphics; foredeck is a breeze aboard 'Uno', a WylieCat 30; 'High Strung' and 'China Cloud' approach one of the Marx Brothers (RYC long ago named their inflatables Groucho, Zippie and Karl — or something like that). All photos 'Latitude'/rob.



BIG DADDY REGATTA



SATURDAY, MARCH 9 (2 buoy races):

CLASS A — 1) **Jackrabbit**, N/M 39, Dave Liggett/Seadon Wijsen, 5 points; 2) **Jobe**, J/44, Jim Archer/Ted Wilson, 5.75; 3) **High Strung**, Wylie 38, Gary Burbridge, 6.75; 4) **China Cloud**, J/40, Leigh Brite, 8; 5) **Bodacious**, Farr 40, John Clauser, 11. (15 boats)

CLASS B — 1) **Major Damage**, J/35, Chris Perkins & Dave Wilson, 4.75 points; 2) **Jarlen**, J/35, Bob Bloom, 5; 3) **Kiri**, J/35, Bob George, 5.75; 4) **Fever**, J/35, Barry Danieli, 9; 5) **Re-Quest**, Express 37, Glenn Isaacson, 9. (12 boats)

CLASS C — 1) **Endurance**, Express 34, Mike Condon, 1.5 points; 2) **Surefire**, Frers 36, Matt & Jon Carter, 4; 3) **Two Scoops**, Express 34, Tom & Chris Goodwin, 9; 4) **Ozone**, Olson 34, Carl & Gini Bauer, 10. (10 boats)

CLASS D — 1) **Pizote**, Santana 30/30, Kevin Knick, 5.75 points; 2) **Insufferable**, N/M 30, Dave

Smiling faces — Jim Archer (driving) and his 'Jobe' buddies pose for a family portrait moments before winning the Big Daddy Pursuit Race.

Hankel, 6; 3) **Screamer**, Capo 30 mod., Dick Horn, 8.75; 4) **Scoop**, Wylie 34, Michael Clarke, 10; 5) **Ixxis**, Olson 911S, Ed Durbin, 10. (14 boats)

CLASS E — 1) **Mintaka**, C&C 36, Gerry Brown, 1.5 points; 2) **Uno**, WylieCat 30, Steve Wonner, 5; 3) **Predator**, Hawkfarm, Vaughn Seifers, 5; 4) **Blue Max**, Dehler 34, Jim Freeland, 10; 5) **Carlene**, WylieCat 30, Dave Wahle, 10. (12 boats)

CLASS F — 1) **Holy Sheet**, Melges 24, Bob Dreyer, 2.75 points; 2) **Calculated Risk**, Melges 24, Paul Stroup, 2.75; 3) **Double Pucker**, Melges 24, David Wadbrook, 7. (7 boats)

CLASS G (Express 27) — 1) **Flying Circus**, Gene Ryley/Dave Hodges, 2.75 points; 2) **Dragon Lady**, Jim Coyne, 5; 3) **Sonita**, Craig Page/Bill

Melbostad, 11; 4) **Motorcycle Irene**, Mike Duvall/Will Paxton, 13; 5) **Summer Palace**, Bart Harris, 13.75. (20 boats)

CLASS H — 1) **Ono**, B-25, Fred Voss, 1.5 points; 2) **Tulawemia**, Wabbit, Mark Harpainter, 6; 3) **Mr. Bill**, Wabbit, Bill Partridge, 9; 4) **Wet Bunnies**, Wabbit, Bill Gardner, 12. (11 boats)

CLASS J — 1) **Snafu-U**, Moore 24, Mark Berryman, 1.5 points; 2) **Elena**, Moore 24, John Siegel, 6; 3) **Frenzy**, Moore 24, Lon & Susie Woodrum, 7; 4) **Twilight Zone**, Merit 25, Paul Kamen, 9; 5) **Andale**, Moore 24, Dave Kuettel, 13. (17 boats)

SUNDAY, MARCH 10 (12.25-mile pursuit race):

1) **Jobe**; 2) **Jackrabbit**; 3) **Snafu-U**; 4) **Dolphin Dance**; 5) **Elena**; 6) **Pacific High**; 7) **Jarlen**; 8) **Surefire**; 9) **Jabiru**; 10) **High Strung**. (approximately 90 boats)

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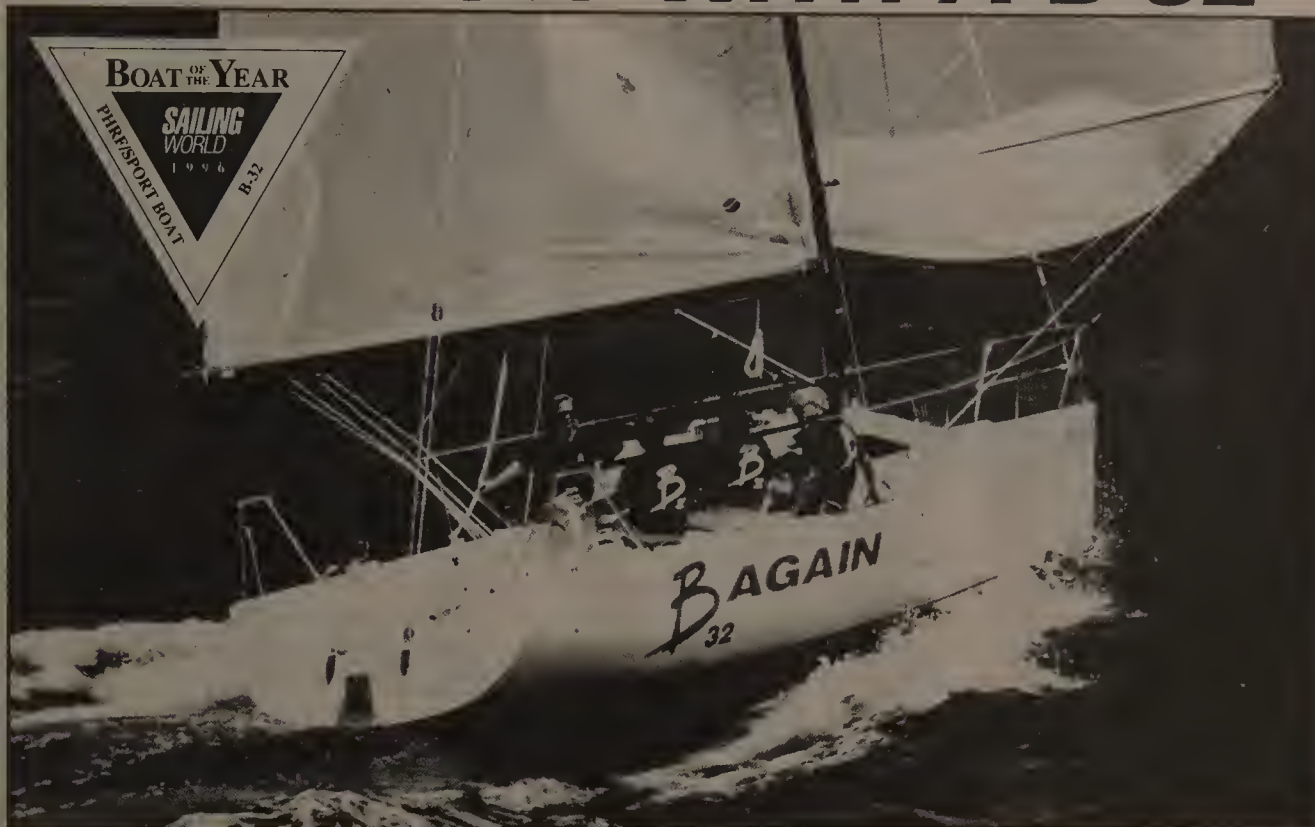
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SOUTH SEAS PRIMER

In this, the third part of our South Pacific Milk Run series, we'll finish our marathon cruise through the islands and get ready to head for New Zealand and Australia for a bit of R&R and to hide out from cyclones.

Last month, we left off in Tonga, debating

careful track of your position, and use radar if you've got it. You hopefully won't pass close to any of the reefs, but you've got to

Fiji is considered by many to be the best cruising area of the South Pacific.

the options to head south towards New Zealand if the summer cyclone season is approaching, or west to visit Fiji if time permits. But we're still having fun, so let's put off the discussion of where to spend the cyclone season and continue on our tour of the islands.

Fiji

Fiji is considered by many to be the best cruising area of the South Pacific. The passage from Vava'u to Suva is a bit over 400 miles, and the first part is an easy cruise with plenty of sea room and hopefully good weather. If you can't pick good weather for the beginning of a passage by this time, then it's back to Weather Kindergarten for you! The fun part starts when you get to the eastern edge of Fiji, the Lau Group. The most direct route is through Oneata Passage, a well-traveled thoroughfare that is a few miles between the reefs.

In the 'old days', before GPS, passing through the Lau was right up there with threading the Tuamotus in terms of panic-factor. These days neither one is a big deal, but you ought to feel at least moderately uncomfortable approaching reefs that you can't see. If you don't, consider that the GPS system was built by the low bidder. If that doesn't work, then what about the time the ensign tripped over the power cord and shut the whole thing down? (Just kidding. . . but it could happen, couldn't it?). The point is, you need a second opinion on your position, in the form of visual bearings of the islands on either side of the pass, a plot of radar ranges from the islands, or even (gasp, choke). . . a sun sight!

About the time you make it through Oneata Pass or take the long way around, expect to get nailed with 30 knots out of the south. I don't know why, but it just seems to work out that way. And to make it more interesting, the ocean always seems to get bumpy west of Lau, probably a result of goofy currents and an irregular bottom.

It's another 180 miles across the Koro Sea to Suva, so one way or another you are going to be doing some night sailing amongst the reefs. Up to now, you have probably been able to avoid it, but there's not much choice here, so keep the eyes open, keep

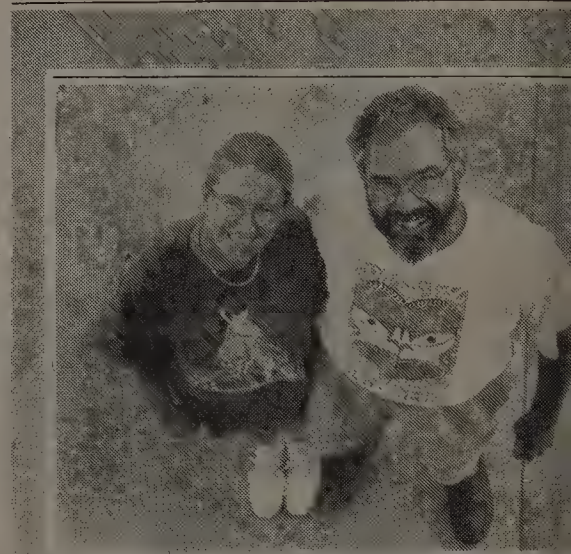
keep track of where they are.

There are three ports of entry, Suva and Lautoka on Viti Levu, and Levuka on Ovalau. Savu Savu (on Vanua Levu) is also a port of entry for one week a year, in late July, for boats arriving from Tonga for the Savu Savu regatta week. It's a fun event if the timing works out.

Suva

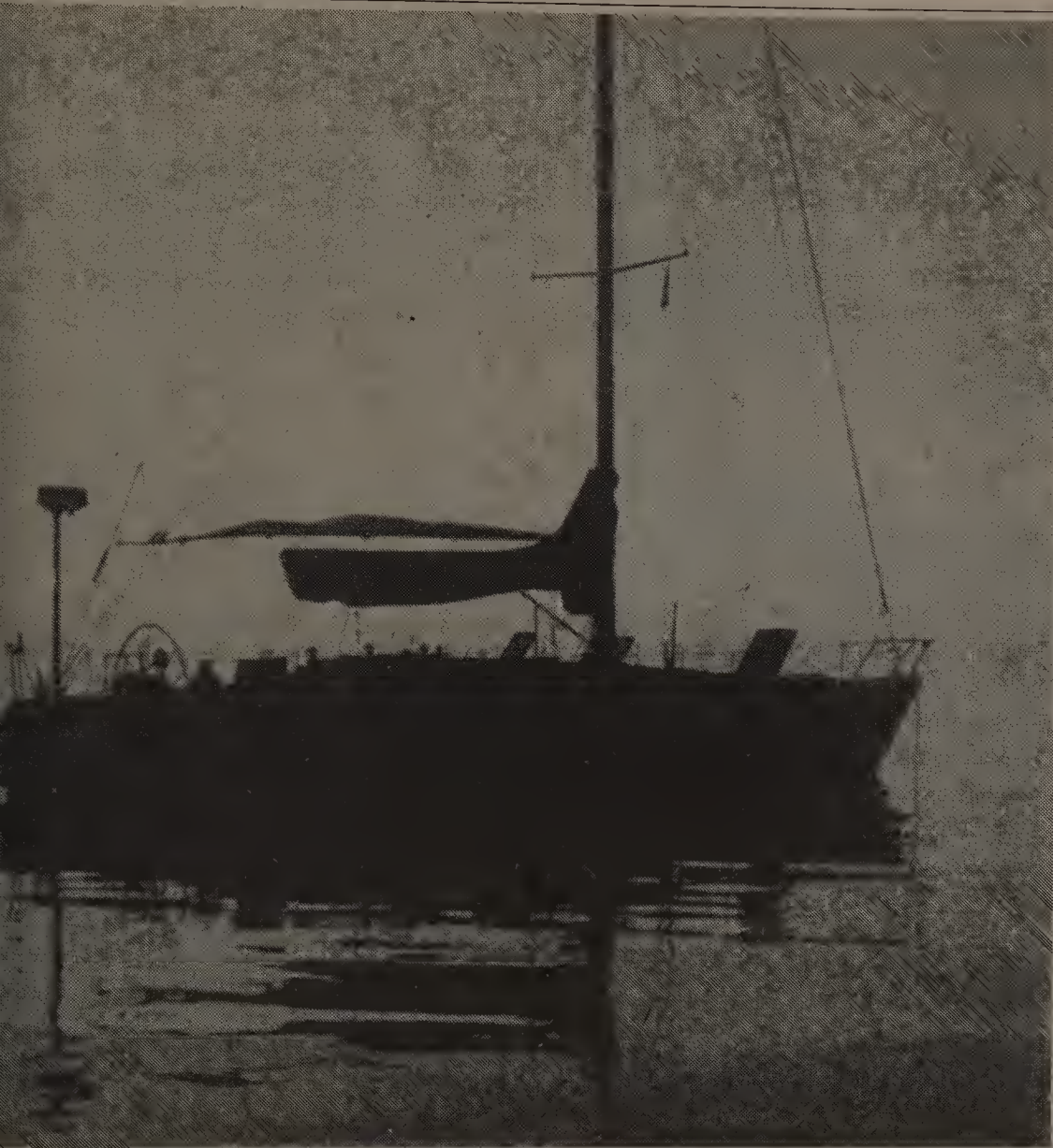
Suva is the first port of call in Fiji for most folks. It is a major shipping port, and is well lit with bright and distinct leading lights (fixed red range lights) so a night approach is not unreasonable. Once inside, the lighted buoys are easily confused. The most common error is to proceed too far into the harbor before making the right turn to the anchorage. At that point it is easy to mistake the Lami Reef light for some other and take it to starboard instead of port. As the light sits up on the reef this doesn't work too well. Waypoints are cheap, so use up a couple inside the harbor to help you get oriented.

Sunday brunch from the 'lovo' — 'earth oven'.



As always, the first order of business is checking in with the authorities, so call Suva Port Control on channel 16 and find out what they want you to do. You will generally be required to bring the boat alongside the ship pier, which is not a bad pier except that it's built for a freeboard of about 20 feet. Just do the best you can and smile a lot. This is Fiji, and everybody smiles. The most popular yacht anchorage is off the Royal Suva Yacht Club, in the northeast part of the harbor. The club is a wonderful establishment, with an unlimited supply of Fiji Bitter beer, a pretty decent restaurant with great prices (like a \$3 lunch special), and — almost best of all — laundry pickup and delivery service! Diesel and petrol are available from the club's fuel dock (but it's too shallow for most keels), and the center of the city is a \$1.50 cab ride away.

The only drawback, and we would be remiss if we didn't mention it, is that there have been a few thefts from anchored boats in the last few years. The club doesn't consider it to be their problem, as it tends to happen in the anchorage rather than their



'Heart of Gold' illuminated by a golden Fijian sunset. Does life get any better than this? Inset, Sue and Jim Corenman.

docks. And the police don't have any way to patrol the anchorage. So be cautious, lock up when you leave, and do a bit of 'neighborhood watching' when your neighbors are ashore for the evening.

Suva is a great city, it's big and bustling, full of people and full of life. It's also a good place to shop for multi-system TV's and VCR's before heading to New Zealand, if you are video-inclined. (American TV uses NTSC and the rest of the world uses PAL. They don't mix, although a multi-system unit will play either).

You will need to visit the Fijian Affairs office (in the Native Land Trust Board building across from the Travelodge) for a cruising permit to visit the outer islands. The only problem associated with getting a permit is that they will ask which islands you want to visit. One answer is to write down the names of all the islands. But there are a lot of islands so it would be a lot of work to write them all — to say nothing of trying to visit

them all!

If you have a ham license you will want to stop by the radio license office (Building #26 behind the government offices, ground floor, turn left, last office on the left).

The public market in Suva is huge, and on Saturday it overflows the building and sprawls across the parking lot. Upstairs is where you find the grog sellers, as well as rice and all sorts of interesting spices. "Grog" is kava, the national drink that Fijians make by pounding the roots of a certain pepper plant and mixing it with water. It looks like dirty dishwater and tastes about the same; but has a great social and ceremonial significance in Fiji.

So run upstairs and buy a few kilos of kava, the more expensive — and longer — the better, and preferably from the native Fijians in the back of the hall selling the good stuff from Kadavu, not the Indians in the front selling who-knows-what. Tell them you want it for *sevu sevu*, wrapped in half-kilo bundles. Don't worry, we'll get to that.

The best (and perhaps only) guide book for Fiji is Michael Calder's *Yachtsman's Fiji*,

so pick that up in Suva if you haven't found it already. Calder's organization is baffling and the navigational notes are a bit much, but it has a lot of good, solid information, plus great aerial photographs in the new edition. Also stop by the Fiji Hydro office in Walu Bay (down the street from the yacht club) and pick up a copy of F5, F10 and F11 (the Yasawas and Kadavu). And if you tried to get by on the DMA charts, there is a shop in somewhere in Suva that can do large plan copies from borrowed BA charts.

We mentioned cruising permits. To visit any of the outer islands you will need to get a cruising permit from the Fijian Affairs office. Much of the traditional culture is alive and well in Fiji, and one purpose of the permits is to ensure that the visitors understand what is expected when visiting a village.

All of the land, reefs and bays in Fiji belong to some village or another. There is no such thing as public land. So before you go tromping all over somebody's backyard, or even for a swim in their water, you need to ask permission.

It is no big deal, and this is where the bundles of kava come in. This is the traditional gift, or *sevu sevu*, that you present to the chief of the village at each place that you anchor. He or his stand-in will mumble a bunch of Fijian that amounts to a granting of permission and a blessing of your visit. Most of the time you will be 'adopted' by someone in the village to act as your host, show you around and explain things to you.

The Fijians are warm, friendly, people who make visiting a very enjoyable experience, and all they ask is that you respect

Coconuts — the only 'meat' that grows on trees.



SOUTH SEAS PRIMER

their customs. In the old days they used to eat transgressors, but they can't do that anymore. It can make things awkward.

By showing your respect for the traditional customs, you will be made welcome in the village in a way that rarely happens else-

tern side of Viti Levu (near the Nadi airport), the nearby Musket Cove Resort, and Savu Savu on the south side of Vanua Levu. Of

ALL PHOTOS JIM AND SUE CORENMAN

side. There are heaps of other bays on both sides of Kadavu, and most cruisers have a favorite somewhere. There are also a few small dive resorts around Kadavu that will be happy to take small groups, and the Nukubalavu resort runs dive trips to the Astrolabe.

From Kadavu, it is a downwind overnighter to Musket Cove on Malolo Lailai island. Don't panic if you arrive at the pass before dawn, just follow the lead lights into Momi Bay and anchor in front of the light in 10 meters or so. It's a mud bottom. It will be scary as heck going through the pass in the dark with the phosphorescent surf pounding the reef on both sides of you, but as long as the lights are working and you have a GPS and a good chart, it is really quite straightforward.



The Vanuatu 15 one design fleet hasn't changed much in the last 100 years.

where. There are also a few details of etiquette to pay attention to. The Fijians are so polite, they will almost never tell you when you are doing something grievously wrong, but they will appreciate it if you get it right. Things like taking off your hat and sunglasses in the village, wearing a sulu or skirt for women, taking off your shoes before entering a bure, saying "excuse me" when you walk behind someone who is sitting down (say "cheelow" or "teelow" depending on the island). You know, all the stuff that your mom tried to teach you. Calder skips this topic entirely, but there is a bit in the *Lonely Planet* book. And most chiefs don't permit alcohol in the village.

After the other South Pacific Island countries, Fiji is huge, and it will really make your head spin. The country is 300 miles wide, with roughly 300 islands in four or five major groups. You could spend a bunch of seasons here and still not see it all. . . just ask Pete Sutter! The major island groups, starting from Viti Levu, are Kadavu to the south, the Lau group on the east side of Fiji, Taveuni and the nearby islands in the

these, Suva and Lautoka are big cities and offer the most in terms of shopping and provisions, while Musket Cove and Savu Savu are both great places to kick back and relax for a while. In Musket, particularly, you don't have to go anywhere to see all of your old friends — just spend a few weeks there and they will all wander through.

The Outer Islands

From Suva, Beqa (pronounced "Bengga" — many Fijian words look nothing like they sound) is an easy daysail, and the people there are remarkably friendly in spite of their proximity to Suva. It is a long daysail to Kadavu if there is not too much south in the breeze. Another good option is to head west from Suva, around the south side of Viti Levu ("Big Island") towards Musket Cove and the Yasawas, or you can head east (and upwind) towards Gau (pronounced "Now") and on towards the Taveuni/Savu Savu area.

Kadavu is a real treat, with a number of good anchorages all around the island. It is only 50 miles from Suva, but a thousand lightyears as far as the islanders are concerned. There are no roads and no cars outside of Vunasea, and almost no tourists. Good spots include Ono Island, a good first



Kava looks and tastes like dirty dishwater, but has a great social and ceremonial significance in Fiji.

northeast, Vanua Levu, and the Yasawas and Mamanucas on the west side. A special permit is required to visit the Lau. These are available again, but our advice is that there is plenty else for your first season or two. The opportunities for provisions and mail, besides Suva, are Lautoka on the northwest

stop, Matasawalevu, the bay at the extreme east end of Kadavu proper and a good spot to dive or snorkel the Great Astrolabe Reef, Kavala Bay on the north side near Ono, or our favorite, Daku, farther along the north

Truly Great cruiser's hangouts, and also the

Dick Smith's Musket Cove is one of the venue for Musket Cove Regatta Week and the Port Vila Race every September. This is a favorite event of ours, as we've managed to clean up two years running. In fact, we've done so well that Dick won't let us come back again.

From Musket, it is an easy series of daysails north and east through the Mamanuca and Yasawa islands and some delightful sailing. A great place to hang out for a while and not do much is the "Blue Lagoon" anchorage off of Nanuya Leilei (just north of Nanuya Levu, "Turtle Island").

Even waitresses get into the spirit during Regatta Week at Musket Cove.

HEART OF GOLD SOUTH SEAS RATINGS

	Fiji	Vanuatu	New Caledonia
Friendly Natives	♥♥♥♥♥	♥♥♥♥	♥♥
Scenery	♥♥♥♥♥	♥♥♥♥♥	♥♥♥♥♥
Hiking	♥♥♥	♥♥♥	♥♥♥♥
Snorkeling/Diving	♥♥♥♥♥	♥♥♥♥	♥♥♥♥
Crafts	♥♥♥	♥♥♥♥	♥♥
Beaches	♥♥♥	♥♥♥	♥♥♥♥
Daysailing	♥♥♥♥	♥♥♥	♥♥♥♥
Anchorage	♥♥♥♥	♥♥♥	♥♥♥♥
Provisioning	♥♥♥♥	♥♥♥♥	♥♥♥♥
Diesel	♥♥♥	♥♥♥♥	♥♥♥
Propane	♥♥♥♥	♥♥♥♥	♥♥♥
Officials	♥♥♥♥	♥♥♥♥	♥♥♥♥



Another great cruising area is around Savu Savu in northeastern Fiji, including Qamea, Taveuni and the small islands in that area. There are some good anchorages on Vanua Levu east of Savu Savu, such as Viani Bay. Getting here from Musket Cove is not too tough if you sail inside the reefs on the north side of Viti Levu, then jump across Bligh Waters to the south side of Vanua Levu, then east inside the reef again. The water is murky around the big islands due to river runoff, but all of the routes are well marked.

A couple of notes on the weather: Musket Cove is in the lee of Viti Levu, so it is quite dry and warm even when the weather is unsettled on the windward side. Kadavu is also fairly dry, but it rains all the time in Suva and can be quite wet on the east side around Savu Savu. When the trades are up, as happens when there is a large high to the south of Fiji, it can really howl between Kadavu and Viti Levu, and also in the northern Yasawas. Plan your trips accordingly.

There are good facilities around Lautoka for yachts, with a haulout yard at Neisau Marina in Lautoka, and rumors of a new marina at Vunda point that may replace it. Propane (butane, actually) is readily available in Lautoka, along with supermarkets and a good public market. Diesel is most easily obtained at Musket Cove, although it will be available at Vunda Point when the new marina opens.

When it's time to depart Fiji, most cruisers check out from Lautoka. In years past, it was common practice to check out, then head to Musket Cove for a few days or a week until the weather looked right. Customs takes a dim view of that practice. In recent years, they have taken to sending gunboats poking around various places, checking papers. It pays to keep them in order.

SOUTH SEAS PRIMER

Vanuatu

Vanuatu, logical next stop after Fiji, is a remarkable country. It is a fascinating area to cruise, yet in many ways much less accessible than Fiji. One of the major attractions is that, more than almost anywhere else on the 'milk run', it is still possible to get a glimpse at a culture relatively untouched by modern times. We say "relatively", because the tentacles of progress are everywhere, and your fathers will remember the ni-Vanuatu hosted thousands of GI's during WW-II when Vanuatu (New Hebrides then) was an American staging area for the war in the Solomons.

This invasion, and decades of joint English/French rule, have left some strange marks on the country. The charts for Port Vila and Luganville are first-rate, but charts for smaller anchorages around the islands are almost non-existent. There are over a hundred local dialects of the Vanuatu language, yet the official national language (and the one that people from different villages usually use) is Bislama, an English-based pidgin. There is also a French-based pidgin spoken in some areas.

Besides the paucity of adequate charts and guidebooks, the other big hurdle to exploring Vanuatu is malaria. Once thought cured, the malaria parasite is alive and healthy in the northern islands of Vanuatu.

It is often reported that Efate and the Islands to the south are free from malaria, but there have been a few reported cases. Among the varieties of malaria in Vanuatu is the so-called "cerebral malaria", *plasmodium falciparum*, that is potentially fatal in just a few days, so precautions are called for.

The capital of Vanuatu is Port Vila, on the southwest corner of Efate island. Clearing in



is behind Iririki Island, but space is limited due to the number of buoys, and there are both height and draft limitations. At low tide, about 2.8 meters can be carried between the markers into the anchorage. At high tide there is 18 meters of authorized clearance under the power lines, but you can carry at least 21.5 meters under the wires if you stay as far left (going in) as you can. There is also a path around the back of Iririki if you have a tall boat with a short draft, and larger boats can anchor in the outer harbor near the quarantine buoy.

Moorings or stern-ties are usually available from Yachting World, who also run the fuel dock and will arrange for propane. Taking a mooring is an attractive option as the anchorage areas are either crowded (in the front) or 100 feet deep (in back).

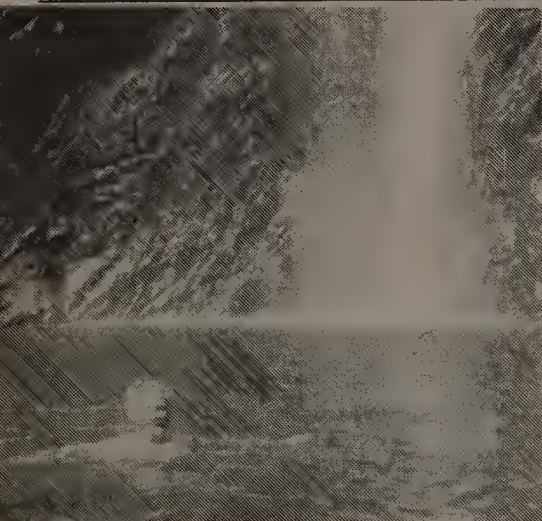
The thatched roof right under the power lines is Rick's Waterfront Bar and Grill, a great place and the local yachting hangout. Right next door is the office for the Vanuatu Cruising Yacht Club, a good place to receive mail and faxes. The dinghy dock in front of Rick's is the only good place to leave a dink, although the seawall can be used for a quick dash to the market or to get dinghy fuel from the petrol station. The public market here is first-rate, and grocery shopping is a delightful experience thanks to the French influence. This will be your first chance to find

Multinational 'cruiser' crew helped 'Goldie' sail to victory at the Musket Cove Regatta.

great cheese, paté and wine since Papeete, and at a much more attractive price. There's a neat little French bistro and deli up the hill called Le Bistro; don't miss it.

There is good diving around Port Vila, with generally crystal clear water, even right in the anchorage. Another good distraction is to rent a car and circumnavigate the island, and spending the night in a resort on the far side will turn an all-day marathon on bad roads into a leisurely two-day trip. There are some remarkable crafts in Vanuatu, carvings and ceremonial masks and figures. There are a couple of good craft galleries in Vila, and also (a less expensive) one in Luganville.

In the outer islands, about half of the villages are Christian, while the other half continue the traditional form of worship. A few on Tanna are also followers of John Frum. They believe that the gods will someday return in a great white ship loaded with Coca-Cola and refrigerators. Part of their belief is that airplanes full of goods can be attracted by clearing a long strip of land, and lighting oil-drum fires down both sides of this strip. As crazy as it sounds, there are still some old guys around who swear that they have seen it work, many years ago. Like



Fresh water in the islands is plentiful and refreshing.

is quick and easy, as the officials will actually come out and meet the boat in the quarantine anchorage. The usual yacht anchorage



but much of the sea floor is dark, particularly off of the black sand beaches. It is said that there is rarely any coral off a black sand

In the old days, they used to eat transgressors, but they can't do that anymore. It can make things awkward.

beach. Or maybe it's like Chris Dickson observed during the last Whitbread: "It's a good thing that icebergs don't come out at night, because you sure can't see them."

From Vila, Havannah Harbor is right around the corner, a big open bay that was a big US base during the war. Epi is an awkward distance north, too far for a comfortable daysail and a bit short for a comfortable overnighter, but there is a good anchorage on the east side. Beyond Epi, Malekula and Santo form the west side of a 'Y', and Ambrim and Pentecost form the east side. There are good anchorages at the south end of Malekula, behind the islands, and also in Port Sandwich. Pentecost is the site of the famous land divers, but between an early date (May), lack of decent anchorages, and steep entry fees, it is not something that is easy to see.

Lughville, on the island of Espirito

corner to the northeast) and catch a cab to town. The best anchorage is at the head of the bay (follow the nondescript buoys through the uncharted reef) off of Club Nautique, where you can catch a cab to town. (Be careful about mossies here, they breed in the fresh water cisterns).

Look up Glenn at Butterfly Tours if you want a good local guide for some land touring. Luganville is also the site of the Coolidge, a WWII troop ship that hit a "friendly" mine, now a popular dive site.

South from Port Vila is the island of Tanna, an overnight sail and usually a beat or close to it, although there is a shallow bay (Dillon Bay) on the west side of Erromango that can be used to break up the trip. On the east side of Tanna there's an excellent anchorage at Port Resolution, home of the Port Resolution Nipikinamu Yacht Club and the Mount Yasur volcano. The club can arrange a trip to the volcano, and peering into the fiery depths at night is a sight that you will remember forever. Be careful, though: there are no guardrails or personal-injury lawyers up there, and a couple of tourists have been killed by falling hunks of molten lava.

Tanna, where Lowell North got into a bit of trouble a few years back trying to check into Vanuatu, is not a port of entry. It is possible to check out from Tanna, however, if you get a group together and arrange to fly the customs officer down. The cost is reasonable and makes New Caledonia 60 miles and 20 degrees of wind angle closer.

New Caledonia

Whoowhee, getting tired of islands yet? Ready for something a bit different? New Caledonia is about 300 miles south of Port Vila, and is a wonderful end-of-season stop before heading to NZ or Aus. But more than a convenient stop, it is, yet again, unlike anything else in the South Pacific. A visit to New Caledonia is more for scenic beauty and relaxation than for another dose of native culture. Except for a few villages off the beaten track, the local Kanaks lump all visitors in with the French, and that puts you somewhere less than zero as far as they are concerned. But don't worry, it is still a lovely

most religions, it is hard to argue.

Most of the traditional villages are remote and virtually inaccessible, and it is probably better that way because traditional culture and tourism don't mix well. Many areas are tabu, and most of the Custom (traditional) villages are off-limits to other villages, much less outsiders. On most islands, touring inland is not permitted without a guide, and there are few guides that will - or can - take you very far off the beaten track. But even the beaten track in a place like Vanuatu can be fascinating, and you will be welcomed into most villages that you encounter.

As in Fiji, kava is the local drink but it is not the custom to present a gift of kava root when you call on a village (although some other small gift, tobacco perhaps, is not inappropriate). Male visitors are sometimes invited to join the men in drinking kava, as a gesture of friendship, but women are never permitted in the nakamal (meeting house). Vanuatu kava is much stronger than the Fijian version, so be careful.

The islands are relatively young geologically and, similar to the Marqueses, have not yet developed extensive reef systems. There are few great anchorages, but there are plenty of spots available in settled weather. Your guide will often be nothing more than a placename, a 300,000:1-scale chart and your eyeballs. The water is generally clear,

If gasoline isn't cheap in Fiji, at least it's quaint.



SOUTH SEAS PRIMER — PART III

country to visit.

Entry must be made into Noumea, which is a bit of a nuisance as Noumea lies about 40 miles inside Havannah Pass, around the bottom of the big island of Le Grande Terre. Currents in the pass are typically 3 to 4 knots, no big deal for SF Bay sailors, but it can be a major hazard when a big easterly trade wind swell meets the east-flowing ebb current.

The ideal situation is a flood that begins early in the morning, providing favorable current and lots of daylight for the trip to Noumea. It never works out quite so well in real life, but there is a good anchorage just inside Baie du Prony if you can't get to Noumea by dark, providing customs will give you permission to stop. This last bit is essential: the French officials in New Caledonia are very easygoing, but quite strict about not stopping enroute to Noumea without permission. Just call Noumea Radio on channel 16 and ask nicely.

It should also be noted that the French tide information for Havannah Pass differs from that in the American and British pilots. The difference is about two hours, and we really don't know which is correct but we suspect the French information might be better, since they own the place. For your reference, the table on French chart 6719 indicates that flood begins 5 hours before High Water Noumea and continues through one hour after. Checking in at Noumea couldn't be easier. The officials come down to the Marina at Port Moselle and take care of all of the formalities with one visit. Visas are granted for 30 days, and extensions are no problem until November comes along and the officials start getting anxious about getting you out of cyclone country.

Noumea is a cosmopolitan city, very French, with a wonderful market and shops. Prices are high, comparable to Papeete, but you will find delicacies that you won't find



In the kitchen with Dinah and her Fijian Hotpoint. Maytag repairmen aren't needed much in the South Seas, either.

anywhere else in the Pacific. Be careful about stocking up on your favorite goodies, however, if you are headed for New Zealand or Australia. The quarantine rules are quite strict in both countries, and any sort of French dairy and meat products are generally tabu.

There is a good cruising guide for New Caledonia, *Cruising in New Caledonia*, an English translation of a Noumea Yacht Charters guide. The most popular cruising areas are south and east from Noumea, particularly Baie du Prony, Ile Ouen, and the spectacular Ile des Pines. The leeward side of La Grande Terre is the dry side. The weather is generally quite good and, at 22 degrees south, a bit cooler than islands further north.

The Loyalties also offer some wonderful cruising. Part of the attraction is that they are well off the beaten track since stopping is prohibited before checking in at Noumea. Here, particularly, remember that everything belongs to somebody, and asking permission is courteous and expected. The cruising guide has good information on this topic.

Taking a Cyclone Break

Regardless of how fast or slow your pace, when November approaches you need to think about hiding out from the cyclones. A handful of cruisers spend the summer in Tonga or Fiji, never straying far from a bolt-hole, but they are playing with the odds as well as enduring the heat and humidity of the wet season. Another option is to head north to the islands near the equator or to Micronesia in the Northern Hemisphere. A few cruisers do this, but most folks look forward to a break from the islands for a while, especially this first season which started early.

New Zealand is the logical destination for a cyclone break, particularly if the plan is to return to Tonga or Fiji. There are only two difficulties: one is getting to New Zealand and back in one piece, and the other is the silly nonsense over NZ's Section 21 safety rules. We'll take a look at those and other options in the final installment of our South Seas Primer next month.

— jim and sue corenman



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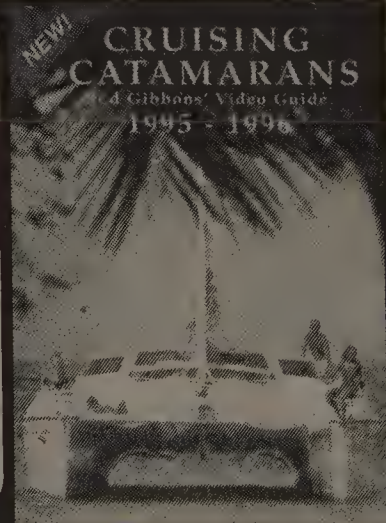
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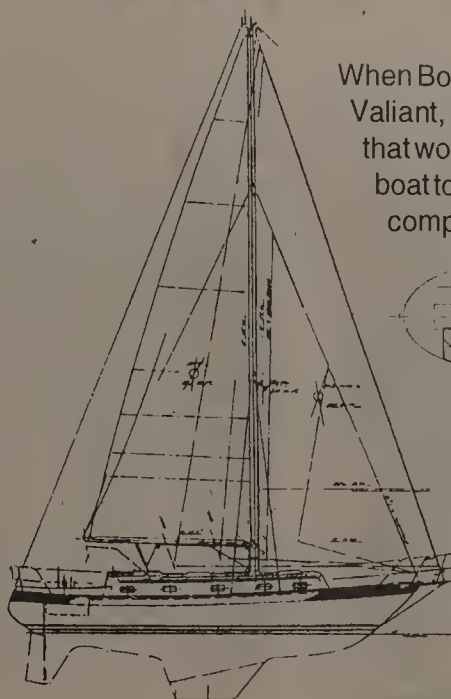
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CENTRAL BAY

The Wind Machine. That's what we call it. Mother nature hits the starter button next month, and from then until September, sailors in San Francisco Bay will be treated to a breeze so dependable you can practically set your watch by it.

The wind machine works like this: Around May, the Pacific High finally reforms out in the Pacific after its winter hiatus. It hovers around the ocean between here and Hawaii all summer kind of like a huge pressure cooker just dying to blow off some steam. To our east, the Tonopah Low also gets percolating once again. The low is located — surprise, surprise — over Tonopah, Nevada, where it gets so hot in the summer that the fire hydrants look for the dogs.

Air, being air, naturally wants to flow from the area of high pressure to 'fill in' the void left by the low. And we're talking lots of air. Only thing is, there's a bunch of bumpy

coastline in the way. One of the few places this mass of moving air can get through unimpeded is the entrance to San Francisco Bay. It all tries to crowd through at once, which creates our famous boisterous wind. It can be blowing a calm 8 to 10 knots a few miles offshore, but under the Golden Gate it might be blowing 25 to 30.

You get the same basic effect in miniature when a blast of air hits you going in or out of a large building.

Sorry if that explanation was too technical for you. But as we say, you can almost set your watch by the Wind Machine — on by noon, off by cocktail hour. And you can depend on plenty of breeze when it's up and

running: 15 to 30 knots *every day*.

Of course, as any experienced Bay sailor will tell you, there's to sailing hereabouts than just putting up some sails and flopping around out there like they do in Southern California. Up here, you got strong currents, big ships, marauding buoys and other stuff with which you must be at least tacitly familiar to safely enjoy yourself.

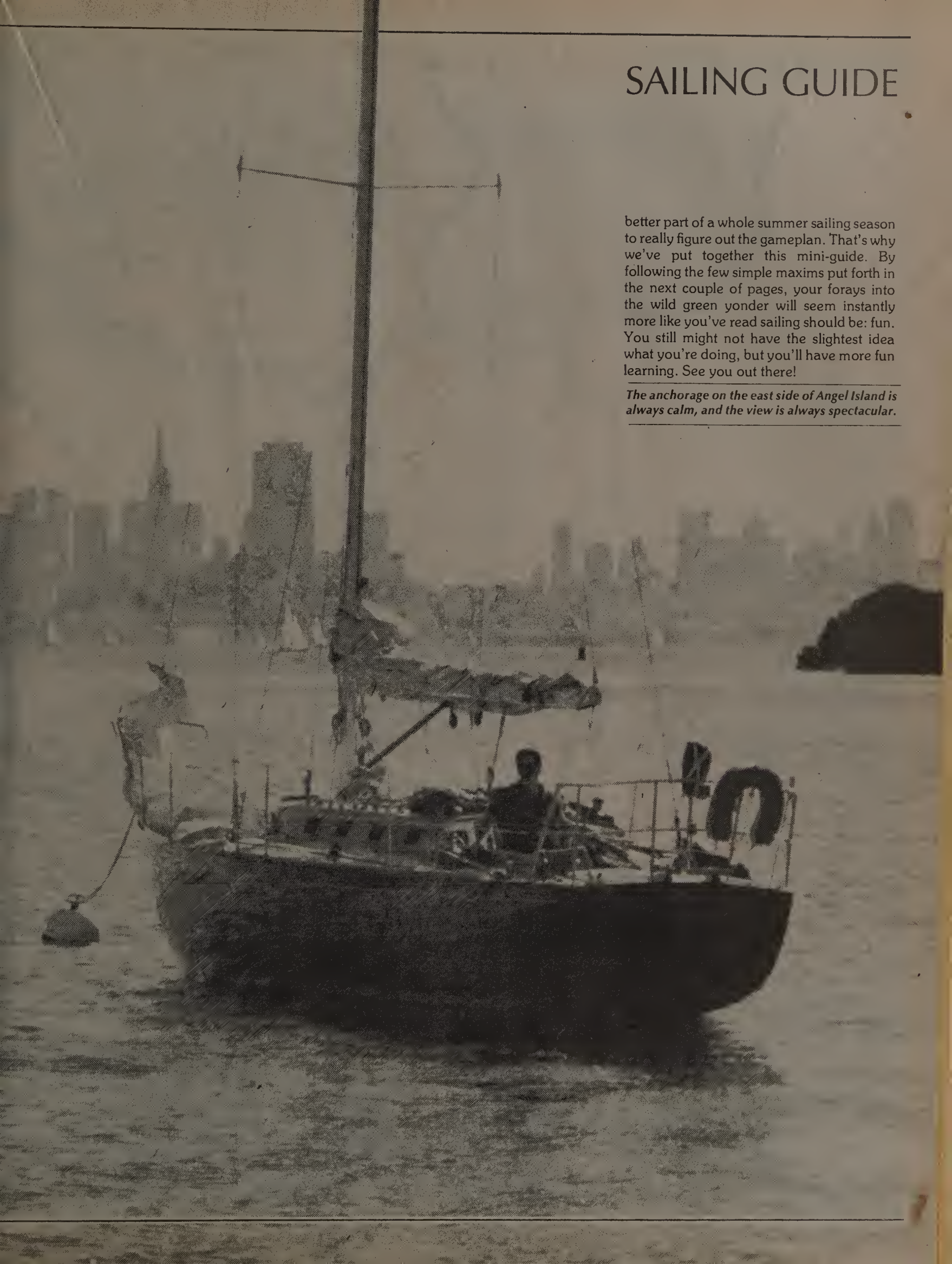
In fact, there are so many dynamics going on out there that it may take newcomers the



SAILING GUIDE

better part of a whole summer sailing season to really figure out the gameplan. That's why we've put together this mini-guide. By following the few simple maxims put forth in the next couple of pages, your forays into the wild green yonder will seem instantly more like you've read sailing should be: fun. You still might not have the slightest idea what you're doing, but you'll have more fun learning. See you out there!

The anchorage on the east side of Angel Island is always calm, and the view is always spectacular.



CENTRAL BAY

Potato Patch

Counterclockwise For Comfort

If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it's doubly applicable if you start in the afternoon rather than morning.

Sausalito

South Tower
Demon

Golden Gate

Yellow Bluff

Hurricane Gulch

Chill Pill

One thing sailing on San Francisco Bay is not in the summer is warm. We don't care if it's 100 in San Rafael, it will always be cold on the Bay. So you need to dress for the occasion, but leave the Levis at home. The correct method is 'layering' with modern synthetics, which not only insulate better, but they wick moisture away from the skin. So go for undergarments of polypropylene, then polyester (like Synchrony), and a top layer of foul weather gear. Too warm? Remove a layer. Not warm enough? Add a layer. This isn't rocket science. As with most things, the more you spend on quality gear, the more comfortable and dry you will remain. We also strongly urge all boaters to wear flotation. If you fall in our cold local waters without it, all the layering in the world won't help you from going hypothermic quickly. And it's all downhill from there.

Fogbound

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things about fog: 1) the classic Bay stuff comes in through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening off sunny Sausalito as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

Raccoon Strait

Hospital Cove →

Angel Island

Alcatraz

Oakland Estuary

Flat Water Sailing

The main Bay offers great sailing, but you're going to get wet doing it. If you want some of the greatest flat-water stay-dry (well, dryer, anyway) sailing of your life, head on down the Oakland/Alameda Estuary. Again, it's best to beat your way up then downwind sail back, perhaps stopping at one of the many waterfront restaurants that has a dock out front. Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office.

Dreams and Nightmares

Two scenarios: 1) You want to introduce the woman of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you've never taken her sailing. Here's the best way to deal with them both. For the girlfriend, follow the advice under 'Clockwise for Comfort', ending with a quiet anchorage behind Angel Island. Break out some crackers, blue cheese and a bottle of vintage merlot and she'll be putty in your hands.

Now for the mother-in-law. Leave Berkeley Marina at 2 p.m. and head for the South Tower. Don't reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn't work, sail her out to the Potato Patch via scenic Point Bonita. (Make sure you have plenty of barf bags aboard before attempting this.)

If you're somewhere in between these two extremes, say out for an afternoon with the boys from work or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy arena.

One more thing: for any newcomers to the Bay, make it a point to sail under the Golden Gate. They'll remember it for a lifetime.

Treasure Island

SAILING GUIDE

Time and Tide Wait for No Man

The many buoys stationed around San Francisco Bay are very animated objects. They whistle, they blink, they clang, they offer refuge for barking sea lions. But most of all, they move. Or rather, the water around them moves. As the tide rises and falls in the ocean, a lot of water — a hell of a lot of water — flows in (flood) and out (ebb) of the Bay through the Golden Gate. So while currents in the ocean are negligible, inside the Bay they can reach 5 to 6 knots during certain times of the year. Many a boater has paid the price for inattention to currents. Some have even lost boats that were swept into buoys and rocks by currents. Have a tidebook handy and always know what the currents are doing before you leave your slip.

Associated with this, if there's a big ebb (brown water) flowing out the Gate and a big wind coming in, the resultant bumpy water is called an ebb chop. It's no fun.

Another thing you'll notice about currents — if you're sailing toward the Gate and your speedometer reads 6 knots, and the current is flooding in the Golden Gate at 5 knots, you will only be making about 1 knot over the bottom. Conversely, if you are headed down the Cityfront on a 5-knot flood with the same reading on your speedo, you will actually be flying over the bottom at more like 11 knots.

Got that? Good. Now, if one train leaves Philadelphia at 4 p.m. and the other leaves New York at noon...

Richardson Bay

Tiburon Peninsula



Richmond Bridge

Cruising

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time, the Delta, or perhaps out the Gate and south to Half Moon Bay, Monterey or Santa Cruz.

That's Easy For You To Say

"If you can sail in San Francisco," the saying goes, "you can sail anywhere in the world." While that may be stretching the truth a bit, the reverse is certainly true: "You can sail anywhere in the world on San Francisco Bay." We're speaking figuratively, of course. But check it out:

Caribbean — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.

Mediterranean — A few passes back and forth from Richardson Bay to Hurricane Gulch (Yellow Bluff) and back are just like the Med; there's either way too much wind or practically none, and it comes from all directions.

Roaring Forties — Sail out to the Farallones and back in 40 knots of wind and Cape Horn will seem anticlimactic.

South Pacific — Sail up to the Delta around July and you'll get a taste of what sailing the tradewinds are like. When the wind shuts off, you'll also get a good idea of what the South Pacific bugs and humidity are like.

Red Rock

Richmond

The Delta

Little/Big Boats

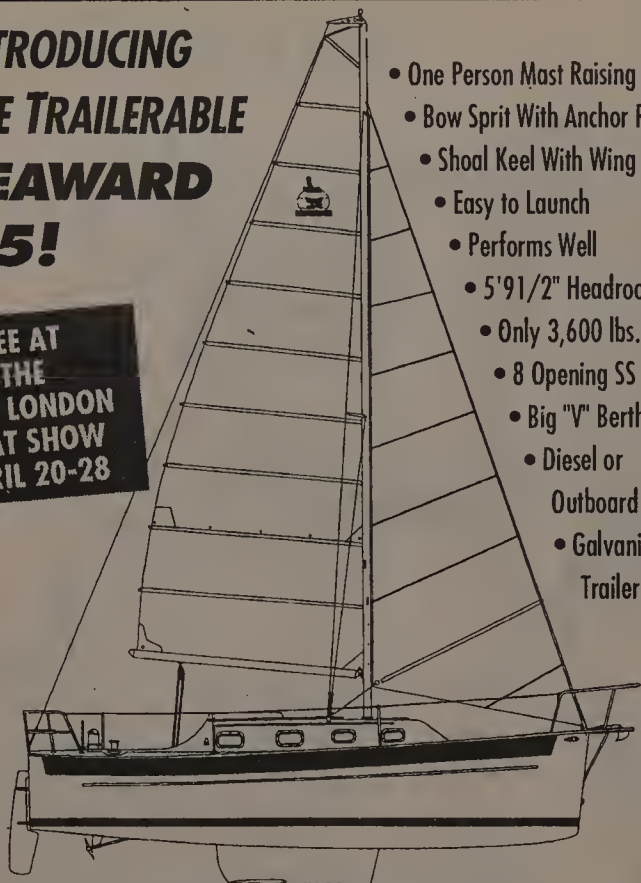
We hate to burst anyone's bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by experienced, properly-attired small boat sailors where 'crash boats' hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships always have the right of way. If one of them gives you four or more blasts on its horn, it means 'I don't understand what you're doing but it's worrying me'. It's probably time to tack and go the other way.

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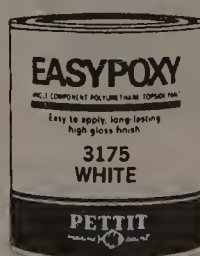


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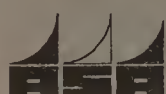
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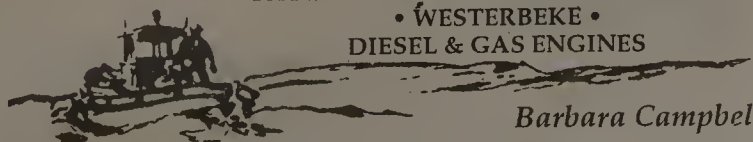
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— Homer Simpson

We haven't got a clue why evening regattas — which rev up again after Daylight Savings Time is observed on April 7 — are almost universally referred to as 'beer can races'. Even after consuming an entire sixpack for experimental purposes, we were totally baffled. We finally decided it was another one of those things like understanding women — forever lost in the foggy womb of time, and all that.

But you know (*burp!* Oh, sorry, 'scuse us), who really cares? We love 'em! A rose by any other name and all that. Doing the can-can is the second most fun you can possibly have on a sailboat. And since the first only takes 30 seconds — hey, back off, we're in therapy — sailing returns an even higher enjoyment quotient. Yes, beer cans offer low-key racing and socializing all wrapped up into a tidy two-or-three hour package that perfectly fits our limited attention span and, uh, . . . what were we saying. . . oh yeah, busy schedule.

To celebrate the imminent return of after-work racing, we raided the Lost Ark of the Sailing Covenant and dusted off the *Ten Commandments of Beer Can Racing*. Like those stone things Moses came down the mountain with, these seem as fresh and applicable today as they did when we first ran them in May, 1989.

We've also decided to reissue a kinder, gentler version of the perennial 'Latitude Beer Can Challenge', which to date no one has conquered. Several people are rumored to have died trying, but they must have been

losers anyway. As that *Braveheart* guy said right before they eviscerated him, "All men die, not all men really live."

Anyway, previously, you had to compete in five different beer can races in a week to qualify as the 'Lord of the Cans'. In retrospect, that's pretty insane. So this year we'll give you a throwout — in other words, now it's down to only four races in one week.

In fact, we'll even offer another potentially easier way to become the 'Buckaroo of the Brewskis': over the course of the summer, just sail in any 13 of the 21 beer can series listed on the following page. In both cases, write down boat names and take some pictures — we'll need proof before we make you famous! Any and all 'winners' will get their mug shot and story in the magazine, a spiffy *Latitude* T-shirt, and a dream date with either Mel Gibson or Heather Locklear. We don't know them and haven't actually arranged this yet, but they seem like good sports. There shouldn't be any problem.

Seriously, we hope everyone gets out at least a couple times this summer for beer can races — it's fun, and it's good for your mental health. But beyond that, you'll be helping your country recover from a tragic and so far unexplained overproduction of beer in the first quarter. Chug one for us!



BEER CANS — THE 10 COMMANDMENTS

1) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? — so what. Over early? — big deal. No instructions? — improvise. Too windy? — quit. Not enough wind? — break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

2) Thou shalt honor the racing rules if thou knowest them. The 1993-1996 Racing Rules of the IYRU, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

3) Thou shalt not run out of beer. Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'beer can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, coca-cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't — it's only beer can racing.

5) Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way

to the starting line has been medically proven to have a calming influence on the nerves.

6) Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it — it's bad karma.

7) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

8) Thou shalt always go to the yacht club afterwards. Part of the gestalt of beer can races is bellying up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

10) Thou shalt not worry; thou shalt be happy. Leave the cellular phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

BEER CAN SERIES

BALLENA BAY YC — Friday Nights: 6/7, 7/12, 8/9, 9/13, 10/11. Beth Ten Brink, (510) 337-1369.

BAY VIEW BC — Monday Night Madness (first half): 4/29, 5/13, 5/27, 6/10, 6/24, 7/1 (make-up). John Super, 243-0426.

BENICIA YC — Thursday Night Series: Every Thursday night from 4/4-9/26. Ken Van Story, (707) 746-0788.

BERKELEY YC — Friday Night Series: Every Friday night from 4/5-9/27. Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Friday Night Series: Every Friday night from 4/12-9/13. Jim Snow, 457-6176.

ENCINAL YC — Friday Nights (spring series): 4/12, 4/26, 5/10, 5/31, 6/14. John Boyd, 925-7964 (days)

GOLDEN GATE YC — Friday Night Series: 4/12, 4/26, 5/10, 5/24, 6/7, 6/21, 8/2, 8/16. Jeff Zarwell, (408) 275-1367.

GOLDEN GATE YC — Wednesday Night Woodies: 5/8-6/26 and 8/7-8/28. Folkboat fleet; Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary (first half): 4/19, 5/3, 5/17, 6/7, 6/21. Joanne McFee, (510) 534-7317.

OAKLAND YC — Sweet Sixteen Series: Every Wednesday night, 5/8-6/26 and 8/7-9/25. April Storrs, (510) 638-3931.

OYSTER POINT YC — Friday Nights: 4/26, 5/24, 6/28, 7/26, 8/23, 9/27. Ray Wells, 589-1713.

RICHMOND YC — Wednesday Night Series: 5/1, 5/15, 6/5, 6/19, 7/3, 7/17, 8/7, 8/21, 9/4, 9/18. Doug McVae, 479-7411.

ST. FRANCIS YC — Friday Nights: 4/12, 4/26, 5/10, 5/24, 6/7, 6/21, 7/12, 7/26, 8/9, 8/23. Patrick Andreasen, 563-6363.

SANTA CRUZ — Wet Wednesdays: Every Wednesday evening from 4/10 to 10/23. Details, (408) 425-0690.

SAUSALITO CC — Friday Nights (first half): 4/26, 5/10, 5/24, 6/7, 6/21. Dorothy Stoufer, 479-4678.



LATITUDE ARCHIVES

The unspoken 11th Commandment: 'Thou shalt not spill thy beer!'

SAUSALITO YC — Tuesday Night Sunset Series (first half): 4/30, 5/15, 5/28, 6/11, 6/25. Peter Gibson, 383-7809.

SEQUOIA YC — Friday Nights, 4/19 through 9/27. Randy Hough, 365-6383.

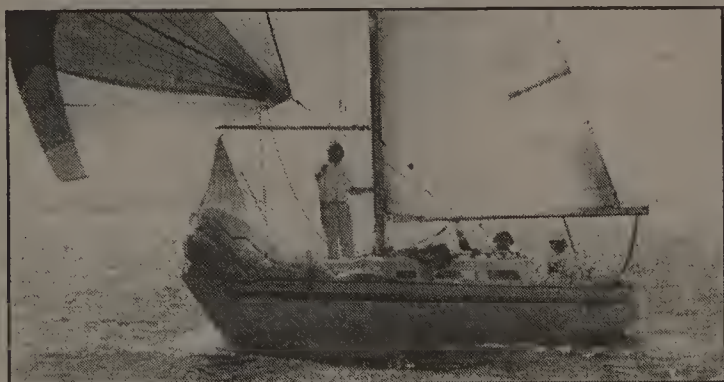
SIERRA POINT YC — Friday Nights: 4/12, 5/10, 6/14, 7/12, 8/9, 9/13. Ken Blawat, 871-4167.

SOUTH BEACH YC — Friday Nights: 4/19, 4/26, 5/3, 5/17, 5/24, 5/31, 6/7, 6/21, 6/28, etc. Mary Lindsey, (408) 984-7242.

STOCKTON SC — Wednesday Nights: 5/29, 6/5, 6/12, 6/19, 6/26, 7/3, 7/10, 7/17, etc. Harbormaster, (209) 951-5600.

TIBURON YC — Friday Nights: 5/3-6/8 and 7/12-9/13. Hans Bigall, (707) 765-2949.

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SEA GYPSY VIGNETTES —

When searching for the truth, I often whip up a batch of banana pancakes. If someone spins a particularly good yarn at a waterfront bar, I invite them to my sailboat for breakfast the next day. While stirring the pancake batter, I slyly encourage my guest to

to the inside of the hull were benches disguised as shelves. In the middle was The Beast: a one-cylinder diesel engine whose

The sky was rudely interrupted by the bow of a ship. . .

retell the tale from the previous night. If the breakfast version is even remotely similar to the happy hour version, chances are that there is some Truth in there somewhere.

This particular pancake test was being conducted at a very exotic spot — the threshold of the Panama Canal. My lovely 30-footer *Aventura* was attached to a far out mooring buoy at the Balboa Yacht Club on the Pacific Ocean side of the Canal. Admittedly, describing a mooring buoy as 'far out' might seem a bit extreme even for a San Franciscan like myself, but in this case it was not an exaggeration. Indeed, it was far out in three ways.

First, because it was in the row of moorings farthest from the clubhouse. Since all visiting sailors are required to use the shuttle service rather than their own dinghies when traveling from yacht to yacht club, being far outside was a significant disadvantage. Particularly since getting the attention of the shuttle drivers was only slightly less difficult than achieving a lasting peace in the Middle East.

The standard method employed by most skippers was to alternate between waving their arms frantically and blowing their airhorns. While waving, the logical place to put the frigid airhorn canister was between their legs, which inspired some exceedingly vigorous arm movements.

At night, the situation was even more drastic. You might be heard, but you couldn't be seen. Many sailors tried getting the shuttle jockey's attention by turning on their masthead strobe lights, which often gave the appearance that the anchorage had suffered an outbreak of disco fever.

Eventually, I hit upon the solution — *Flor de Caña*. This is Spanish for 'flower of the cane', which is Nicaraguan for fine, cheap, dark rum. I had purchased a case at the duty-free outlet in Golfito for just such nautical emergencies. A single bottle slipped to the chief shuttle driver did the trick.

Once it actually arrived at your boat, the shuttle made quite an impression. The craft itself was about 25 feet long. Attached

RPMs were so slow they were probably an exact match with the pulse of a Galapagos tortoise.

But what it lacked in crankshaft speed it made up for in noise. It was so loud that it sounded like an 800-ft Monrovia container ship whose turbo diesel had gone five oceans between oil changes. There was nothing subtle about this shuttle.

The second reason that my mooring was far out was actually quite enchanting. For although *Aventura* was farthest away from the clubhouse, she was closest to the channel. So less than 100 feet away, day and night, I was treated to a throbbing steel cavalcade as some of the world's great ships promenaded past my humble sloop. For a full-rigged romantic like myself, with blue water in my veins and Conrad in my back pocket, this was a procession of exquisite majesty.

The third reason was related to the second reason. As this mighty armada of cargo and crude passed by, they altered the fluid dynamics of the surrounding area. In other words, those big suckers set up some humongous wakes. One instant *Aventura's* stern would be far out of the water and the next her bow would be far out. It was more turbulent than a hot tub full of open-marriage advocates.

But enough descriptive detours — back to the pancake test. Seated at *Aventura's* saloon table were Earl, the skipper/owner of *Running Free*, and his crewmember Vincent, named after a fellow Dutchman who was a painter of some renown.

They were regaling me again with the tale of their Voyage of Agony from Costa Rica to the Panama Canal. I had done this trip singlehanded around the same time. It had taken me about six days. It took them six days — and two weeks. For them, it was nearly the trip of a lifetime; the final trip of a lifetime!

It began favorably enough for their Columbia 38 with a moderate breeze from astern. Although it was enough to move them along at 5 knots, Earl also ran the

engine in order to charge up the batteries. Since the course from the Gulf of Nicoya to the Canal runs right down the shipping lanes, like the median strip on a freeway, he would need his running lights at night.

Only four hours into their departure, the engine stopped. It gave no warning whatsoever. It just ceased to operate. Earl, who already had far too much practice at repairing this engine, was now faced with an interesting decision. They had gone 20 nautical miles and there were 430 left to go. The wind was favorable and he could probably fix the engine in a few hours. So, propelled by the bogus bravado of TV advertising, he

THE PANCAKE TEST

ability to steer *Running Free* was dropping like a Sumo skydiver.

Thus far, the wounded sloop had behaved admirably by choosing to meander inside the shipping lanes and outside the shrimp boats. But the first squall of the night shoved them out toward the big boys — the Big BAD Boys. Now valuable battery power had to be expended on the masthead tricolor light. But even that wasn't enough when 700 feet of disaster approached them at 0300.

Earl was on watch. He could see the ship nearing them, but it looked like it would pass safely. His fear was that the next squall, which was also approaching, might push them toward a collision.

He blinked his tricolor light off and on several times, hoping it would alert the officers on the bridge. He then made a note to add a high-powered spotlight and masthead strobe to his Christmas wish list. With either of those, he would have had a much better chance of signaling the ship.

Then the squall hit. The rain came down so fiercely that it was physically painful. Earl's vision was completely obscured, and it frightened him deeply. So profound was his fear that he could feel a chill at the base of his spine. Its icy energy reconnected him across the centuries with his primitive ancestors shuddering in their caves while a tiger roared at the entrance.

He hurried below and woke up Vincent. He tried to contact the ship on the radio, but no luck. He tried again; still no luck. Then he noticed the radio was humming or throbbing or vibrating or something. He finally realized the throbbing was the ship's engines and it was getting louder much too quickly.

Early grabbed the flaregun canister and raced back into the cockpit. Vincent was right behind him. They both shouted the 'S' word at the same time. Not because they could actually see the ship through the tremendous downpour, but because they could feel it coming toward them out of the darkness.

Earl managed to get a flare into the gun. Without even knowing what color it was, he shot it skyward. But the sky was rudely interrupted by the bow of the ship. The red skyrocket spewed 30 feet into the air and,

Vincent began wondering if this was what sailing was like on a daily basis.

next day. This was a wise choice since things were getting a bit nerve-racking in the neighborhood. As night descended, so did the wind velocity. This meant that their

with a sizzling 'clunk', ricocheted off the bow of the beast just below her name. During that instant, they could clearly see the name of the ship. It was *Joyous Mankind*.

"Stop — That's close enough!"

decided to 'go for it!' Weeks later, it would seem to him more like he had 'gone through it' or 'stepped in it'.

Vincent, who had never sailed before and who was backpacking around the world when he signed on as crew, was dazzled by Earl's display of boldness. It was just like in the movies, he thought to himself. That night it turned into a horror movie.

Earl worked all afternoon on the engine. He tried the affectionate, coddling approach ("nice, trusty Perkins") and the desperate,

RAY JASON

SEA GYPSY VIGNETTES —

Then the bow wave pushed *Running Free* nearly horizontal. When she straightened up, she was pivoting 180 degrees so that she was now wallowing backwards down the side of the monster. If she pivoted again she would surely be crushed. But she spun no more and slid by unharmed!

Gulfo Dulce and into Panamanian waters.

Trying to put a positive spin on a negative situation, Earl emphasized that sailing off the

'nosely', as is the current, which can exceed 2 knots.

Earl and Vincent and *Running Free* slammed to windward valiantly for nearly three days before admitting defeat. Reluctantly, they altered course toward the Las Perlas Islands; a more attainable goal since they weren't nearly so far upwind. But even though they made progress they couldn't estimate how severely the wind and current were deflecting them off course because the GPS wasn't working.

They were apparently quite a bit off course because the next land they spotted was Colombia.

The crew of the barely-spared sloop shivered in the rain. Not that it was cold so close to the Equator. Paradoxically, they trembled from the frosty chill of emotional meltdown.

Vincent wondered to himself if this was what sailing was like on a daily basis. Eventually, he verbalized his concern.

"Skipper, would that be considered a close call?"

"As close as it gets," responded Earl. "Any closer and we'd have been propeller pulp."

"Whew, what a first night."

"Yeah, and it was almost our last night — our last night as members of 'joyous mankind'."

"That was a pretty weird name for a ship," said Vincent.

"Well, at least we know it was a Chinese vessel," responded Earl.

"Why's that?"

"Because only the Chinese are inscrutable enough to name their ships for exalted, unattainable philosophical concepts!"

Just after dawn, the wind returned and bequeathed them several hours of pleasant sailing. Earl returned to his engine investigation and made a sobering discovery: a valve had completely broken. There would be no jury rig. Even a jury filled with Mr. Goodwrenches couldn't repair this problem at sea.

There was only one port between *Running Free* and the Panama Canal where the engine might be fixed. So Earl set a new course, for Golfito, Costa Rica, 120 miles down the coast and 20 miles up the *Gulfo Dulce*.

Rollerblading up Mount Everest would probably have been a more attainable goal. That's because the Wind God, the Current God and the Fishing Boats Who Might Give Them A Tow God were apparently all finding Earl and Vincent's struggle quite entertaining. So the ill-fated sloop drifted past the

coast of Panama was a vital step in getting to the Panama Canal. Spinning their predicament the other direction, Vincent pointed out that they had only made it 150 nervewracking miles in 5 days, and they had 300 more miles to go. And since the batteries were almost dead, how would that affect things? What about their food and water supply?

Earl had to admit that Vincent's concerns were pretty sensible and levelheaded. So the two of them calmly tried to evaluate how desperate their situation really was.

Their biggest concern was how dependent they were on the boat's batteries. Once they were discharged, there would be no running lights for warning ships and no cabin lights for reading charts at night. Likewise, there would be no radio or GPS or autopilot. But what was even more disturbing was that once the batteries couldn't open the propane solenoid, they wouldn't be able to cook. Worse, without the pressure pump, they wouldn't be able to even get drinking water out of the boat's tank.

Still trying to find a plus in a sea of minuses, Earl reminded Vincent that if the wind would just fill in they could be in Panama in less than three days. Six days later, they were still just ghosting along. Ghosting was probably more accurate than usual in this instance, seeing as how both skipper and crew were beginning to take on a pale, ghoul-like appearance. Vincent even joked that Earl looked like the Phantom of the Ocean. The combination of shipping lane stress, uncooked food and minimal water was taking a serious toll.

When they finally neared Cabo Malo they encountered windo malo. This cabo is one of those Cape Hatteras/Conception-type headlands that can be total agony to get around. It is the final corner you must turn to head up the Gulf of Panama to the Canal entrance. The wind is almost always strong and

They were apparently quite a bit off course because the next land they spotted was Colombia. They gathered this information from a very well-dressed native who roared up to them in an interesting-looking 'fishing boat' that sported more antennas than Mission Control. In excellent English, he inquired what brought them to his neighborhood. When convinced of the innocence of their intrusion, he gave them their GPS position and some other helpful navigational information.

Politely, they asked if he could spare some water. He had none, but instead handed them a six-pack of ice-cold Heineken. Vincent, being from Holland, was so overwhelmed by this gesture that he began thanking the man profusely in his native tongue. This might have flustered some people, but this Colombian 'fisherman' seemed accustomed to the spectacle of someone prostrating himself and blabbering uncontrollably in his presence. When Vincent got done, the man roared away.

And so *Running Free* again set a course for the Panama Canal — if bobbing around becalmed can be so described. But at least on this side of the Gulf of Panama, the current was with, rather than against them.

This was a very good thing because their food and water situation had become truly desperate. After the beer was gone and the emergency water supply had been exhausted, they survived by opening canned vegetables and drinking the fluid. Vincent hit on the idea of making this noxious liquid more palatable by mixing it with Tang. Earl began to wonder if dehydration was pushing them over the brink when Vincent suggested a blind taste test to see if they could discern green bean water from French-style green bean water.

They were now down to eating Top Ramen — dry Top Ramen! They tried soaking it in vegetable juice, but found that even more loathsome. So they used it like rice cakes. Vincent swore that when compared to real rice cakes, the Top Ramen was as moist as watermelon.

THE PANCAKE TEST

Eventually, this oceanic soap opera came to an end. Naturally, the final act was as tragicomic as the rest of their voyage. They were tacking up the narrow channel leading to the moorings at the Balboa Yacht Club. The wind was snotty and, as is appropriate with such an adjective, it was on the nose. Each tack across the channel seemed to coincide with the arrival of a huge ship. But straying outside this narrow area meant going aground (an option that Earl was seriously considering at this point). Twice, in order to avoid imminent collision, they had to quickly fall off and jibe, losing hard-won upwind progress each time.

At long last, they were able to pass close enough to another sailboat to ask them to radio the yacht club for help. Ten minutes later, one of the supertanker-throated shuttle boats was heaving them a line and taking them in tow. Two minutes later, the shuttle ran out of fuel and the two boats, now locked in towus-interruptus, were drifting downcurrent. Naturally, they were aimed



Ray Jason is currently entertaining the troops in Key West.

directly between the two gleaming hulls of an anchored luxury catamaran.

Less than a minute before impact, they were rescued by a Panamanian fishing panga. The fisherfolk in this craft were smart enough not to attempt a tow, but, instead just

pushed the two-boat tangle clear of the catamaran and let it drift downcurrent until it went aground.

The yacht club dispatched another shuttle with spare diesel fuel to the scene. Then they pulled *Running Free* off the mud, tied her up to a mooring buoy and ferried the bedraggled sailors to the club where they feasted on warm food and cold beer — compliments of the house!

After finishing the retelling of their harrowing tale, Earl looked across at me and said, "Ray, you just can't imagine how moist and delicious these pancakes taste after a diet of dry Top Ramen."

To which Vincent added, "And truly, this fresh-squeezed orange juice tastes like the nectar of the gods compared to beet juice and Tang."

Inspired by this living, breathing, smiling proof of the sturdiness of the human spirit, I reached into a nearby cabinet and removed a bottle. Then, to toast the tenacity of these stalwart sailors, I poured us all a healthy dollop of the Flower of the Cane.

— ray jason

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PHOTO: DONALD HILBUN

"Who did that?" demanded a voice from the stall to my left.

I had been wondering the same thing, if the truth be known. The most foul smell imaginable had just displaced most of the oxygen in the men's room at the yacht club

tightwad when it comes to lunch and other crew amenities. I've tried to explain to him that good food is about the cheapest way to

it was established. Isn't it just the position of the boats at that instant, which mast is ahead of the other?"

"You're using last year's Experimental Rules. They've completely changed since then."

"Uh-oh."

"Yeah, now it's all a matter of who's overtaking who, or rather, if the overlap was established from clear astern or not. Sets the rules back about 150 years, if you ask me."

"What do you mean by that?"

"First we had the traditional right-of-way rules, 'overtaking boat keeps clear'. This was incorporated into early 19th century racing rules. Later in the century they added 'luffing rights' so that large centerboarders could always luff up to spill wind, as an alternative to capsizing. To define when a boat was overtaking and when it was leeward with luffing rights, they had the rule that if you hit the windward boat forward of the main shrouds, you could luff. If you hit them aft the shrouds, you couldn't luff."

That must have made the protest committee's job easy, I thought to myself.

"Then early in this century — and I'm skipping a lot here — they went to the 'mast line' rule which evolved into 'mast abeam'. I guess too many leeward boats were crashing into too many windward boats just to prove a point. But the mast abeam rule, and all the rules about luffing, got really convoluted."

"Mast abeam seems simple enough to me," said the voice on the right.

"It's complicated enough so that less than 10% of the racers out there really know all the different rules that govern luffing," said the tactician. "But I'll try to state it in one paragraph: After the start you can luff quickly and without warning unless the eyeballs of the driver of the windward boat are in front of your mast — or if they have been any time

Rule 2



As L tacks from starboard to port she gives right of way to W by her own action. Therefore W need not give L room and time to keep clear.

Evidently these were two crew from the same boat.

"Same crap," he answered. "And I sure know what you mean about the potato salad. Been having trouble all afternoon keeping that lunch battened down."

"Yeah, you'd think. . . ." he paused, grunted, and another wave of even more foul-smelling toxic gasses wafted around the dividers. " . . . you'd think that after spending 20 grand on sails, just to be ready for this weekend, the owner could afford some decent crew food."

"I guess you didn't get the word, then," said the voice on the left. "The owner's a real

get the boat around the course faster — but so far it hasn't sunk in."

"Well, the new sails almost make up for it. We were sure going fast."

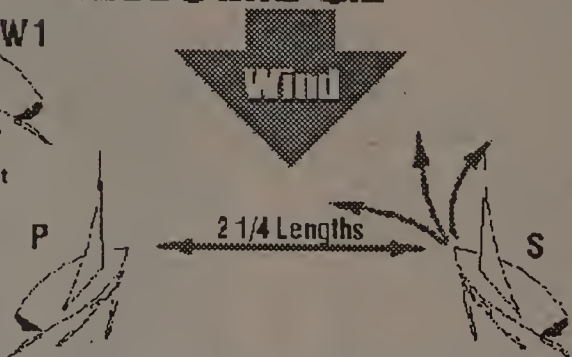
"That's for sure. I figure we only need a fourth or better in the race tomorrow to win the class. That is, if we win the protest."

"It looked like a no-brainer from where I sat," said the crew on my right. "We came from astern, but as soon as we got ahead we had the right to luff. Those turkeys didn't respond at all, and even under the new Experimental Rules we can touch a boat that we expect to keep clear."

"I dunno," said the voice on my left, who must have been the tactician on this unidentified boat. "If they can prove we were within two lengths when we established the overlap, we're cooked. And I'm not really that certain how far away we were."

At this point I should have coughed loudly and gotten myself out of there as

Rules 3 and 5.2

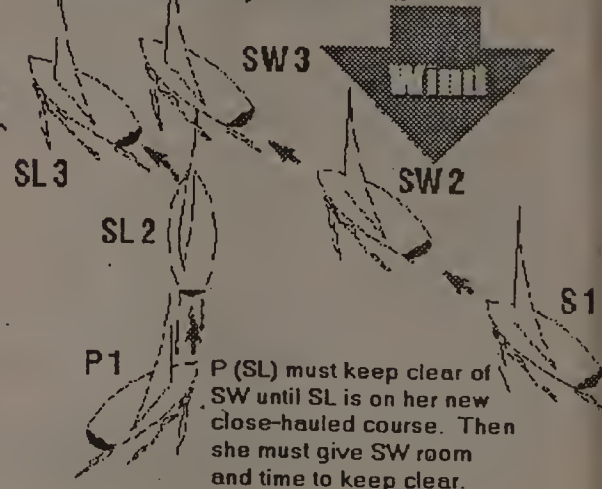


Provided she complies with Rule 3, S may change course before she and P come within 2 lengths of each other. After that, S must also comply with Rule 5.2.

quickly as I could, because I had been invited to be on the protest committee for this event. But it was an inconvenient time to leave the stall, and I had already heard too much. So I eavesdropped in silence.

"I thought that under the new rules, the overlap doesn't have any 'memory' for how

Rules 5.1, 7 and 2



P (SL) must keep clear of SW until SL is on her new close-hauled course. Then she must give SW room and time to keep clear.

X MARKS THE SPORT

The 1996 Experimental Rules are likely to be the basis for the IYRU rules for the years 1997-2000. These are the rules adopted with minimum additions by U.S. Sailing, and the rules that govern virtually all of sailboat racing.

There are some very substantial changes in this revision. They are intended to simplify and clarify without seriously changing the nature of the game.

This Table of Changes shows the rule number from the current 1993-1996 International Yacht Racing Rules, followed by the corresponding rule number from the new Experimental Rules, a one-word description of the severity of the change, and a brief comment.

The table was compiled by Art Engel, along with an excellent detailed description of the implications of the various changes. Both documents are copyright Art Engel 1996, and can be viewed on his website at <http://www.lainet.com/~engel/rules.htm>.

Part IV – Right-of-Way Rules

IYRRs	X-Rules	Change	Comments
Preamble	Preamble	None	
Section A			
30.1	4	Minor	Expanded to any interference
30.2	N/A	Minor	Eliminated but XR 3 applies
31	Preamble	None	—
32	1	Major	Expanded to include all contact
33	N/A	Minor	Eliminated but both boats could be DSQ'd under XR 1
34	—	—	—
Section B			
Preamble	8.2, 9.2(b)	None	§B can be modified (XRs 8 or 9) or replaced (§D)
35	3, 5.2	Minor	Increased obligations of r-o-w (XR 3) and S (XR 5.2)
36	5.1	None	—
37.1	6.1	None	—
37.2	6.2	None	—
37.3	2	None	Same concept applies to all r-o-w situations
38.1	N/A	Major	Eliminated. L's course not restricted
38.2	3	None	Same concept applies to all r-o-w situations
39.1	6.4	Major	Eliminated. L's course only restricted on free leg
39.2	N/A	Major	Eliminated. under XR 3 L must always give W room and time to keep clear
39.3	6.5	Minor	3 overall lengths becomes 2 hull lengths
40.1	N/A	N/A	Not necessary since mast abeam is eliminated
40.2	N/A	Minor	Eliminated hail but XR 8 would allow room
40.3	N/A	None	Specific provision eliminated but concept still applies
41.1	7	Minor	Eliminated as to a boat gybing
41.2	2	None	Same concept applies to all r-o-w situations
41.3	N/A	Minor	Onus eliminated
41.4	7	Minor	If both tacking each must keep clear of the other
Section C			
Preamble	8.2, 9.2(b)	None	Since XR 3 (IYRR 35) is in §A it always applies
42	8.2	Minor	XR 8 doesn't apply at starting marks. (b) (ii) eliminated
42.1(a)	8.1	None	New language re: room should not be a change
42.1(b)	8.3(a)	None	—
42.1(c)	8.7	None	—
42.1(d)	8.7	None	—
42.1(e)	8.5	Minor	New language could eliminate requirement to gybe
42.2(a)	8.3(b), 8.4(a)	None	2nd sentence eliminated but result should be the same
42.2(a)	8.3(b), 8.4(a)	Minor	Clear astern may luff to prevent clear ahead from tacking
42.3(a)	8.3(a), 8.4(b)	Minor	(i) & (ii) unchanged. 1st sentence modified so rights on non-tacking boat strengthened significantly
42.3(b)	8.6	Minor	Boat violating XR 8.6 not entitled to room but not DSQ'd
43.1	9.1	None	—
43.2	9.2	Minor	Onus in (iii) eliminated
43.3(a)	9.2	Minor	XR 9 never applies at a starting mark
43.3(b)	N/A	Minor	Concept eliminated
Section D (Brand new)			
New Preamble		Minor	If D applies then B doesn't, not just conflicting rules
44	2, 10	None	—
45	10	Minor	Doesn't apply while getting clear to do penalty turns
46	11	None	—

during the overlap — except that if the windward boat is sailing higher than the leeward boat, the windward boat's driver had to sight along a line perpendicular to the leeward boat's centerline rather than their own. If the windward boat is sailing lower, the sighting is perpendicular to the windward boat's centerline. But before the start, you have to luff slowly, the overlap has no 'memory' for the mast-abeam condition, and if the mast abeam condition doesn't exist at that moment you can still luff up to close-hauled. Got that?"

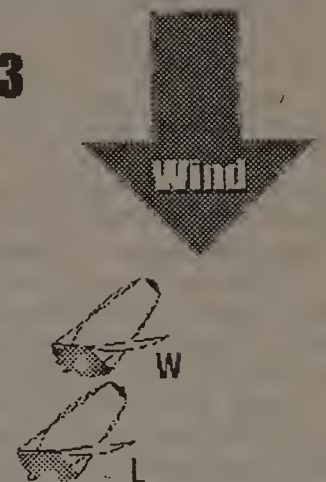
"Basically, yes. But I didn't know about that 'perpendicular to the leeward boat' stuff."

"That's the real meaning of the words 'if she were sailing no higher' than the leeward yacht, in the definition of mast abeam. But you've been racing for how many years? Lots of folks out racing on the Bay can't even keep track of whether it's supposed to be the windward driver and the leeward mast, or vice versa. So the rule really did have to be simplified."

"O kay, don't the Experimental Rules do that?"

"The first draft was great. They just said you can luff if your mast is ahead of the other mast, which for boats of the same size,

Rule 6.3



When W establishes an overlap from clear astern, she must do so far enough away from L that L can change course as permitted by rule 3.

meant the boat was ahead. They still needed language about windward sailing higher, but overall it was a huge simplification and hardly changed the way the game was played at all, even though the quick-and-dirty sharp luff that deliberately causes contact was taken out. It was simple and consistent, and would have been very easy to apply on the course, even against entry-level racers."

"Why'd they change it?" asked the voice on the right.

"Probably too much negative feedback about the mast-to-mast measurement being too hard to judge. So now they've gone and scrapped mast abeam entirely. The leeward boat can always luff up to head-to-wind, as long as it didn't establish the overlap from

"Think it'll work?"
"Who knows. Depends on the committee."

"Hope they buy our story. It's pretty fragile."

astern. Then it can never luff above it's own proper course."

"Is that what was. . ." he paused again, and another wave of noxious odor engulfed the room. ". . . is that what was in effect for this race?"

"Says right in the instructions, the February '96 version of the Experimental Rules. So if we came from astern — which we sort of did — then we weren't allowed to do that luff."

"Is there a way out?"

"Well, Experimental Rule 6.4 says that this limitation applies only if we're less than two boat-lengths away. So if we were more than two lengths away when our bow first crossed the line through their stern, then we're in a much stronger position."

"I'll have to think about this. . ." said the crew on my right.

"Guess I better interview everyone on the crew who remembers how we converged," said the tactician. "I'm sure everyone remembers it differently, and I'll only call as witnesses the ones who think we were more than two lengths away. And let's call it a 'convergence', not an overtaking."

"I like the way you think," said the crew. "But I'm more worried about the contact. 'Don't the Experimental Rules say that if two boats touch, they're both out?'"

"Sort of," answered the tactician. "Rule 1 says that you have to avoid contact, regardless of whether there's serious damage. It's a big change from the old rules, but it's what the majority of racers seem to think the rules ought to say. Maybe they did this because of the changing demographics — more people racing PHRF and fewer in one-design dinghies. But anyway, this latest version of the Experimental Rules adds a new escape, by saying that 'a boat entitled to room need not act to avoid contact until it is evident that the other boat will not keep clear or give room'. So we have up 'til the last second to avoid them, and because we swung our windward stern into them, not our bow, it proves we were turning away."

Know anything about who they're?

"I heard they were all from other clubs — so if we're lucky they won't have any axes to grind. Hope they know the rules."

"Hope they buy our story. It's pretty fragile."

"We'll be okay after some rehearsing," assured the tactician. "For example, think of all the questions the committee might ask to establish how far away we were when the overlap is first established. They'll ask how you knew when the overlap began, to see if you're using the correct definition. They'll ask if you recognized people on the other boat, to see if we were close. They'll ask what you were doing, which way you were facing, if you could read the other boat's name on the transom, details like that. We'll



Part I – Definitions

<u>IYRRs</u>	<u>X-Rules</u>	<u>Change</u>	<u>Comments</u>
Bearing Away	N/A	N/A	Eliminated as no longer used
Clear Astern and Clear Ahead Overlap	Clear Astern and Clear Ahead	Minor	Overlaps established only from clear ahead or astern or as result of change of tack creating overlap
Close-Hauled	N/A	None	Eliminated since not specially defined
Gybing	N/A	None	Eliminated since not specially defined
NEW	Keeping Clear	Minor	Added to clarify the obligation to keep clear
Leeward and Windward	Leeward and Windward	None	—
Luffing	N/A	None	Eliminated since not specially defined
Mark	Mark	None	—
Mast Abeam	N/A	N/A	Eliminated as no longer used
Obstruction	Obstruction	None	A clearer test for determining
Proper Course	Proper Course	None	—
Racing	Racing	None	—
Room	Room	None	"Promptly" is new but not a change
On a Tack; Starboard Tack; Port tack	Tack; Starboard or Port	Minor	"On a tack" eliminated so a boat is always on S or P even while tacking or gybing
Tacking	N/A	Minor	Eliminated so "tacking" before head to wind
New	Time	None	Keep clear boat must act promptly to do so

also practice with those little models from the Elvstrom book, so you get the scale right."

"Okay, but I still don't know if you want

me in there at all. . ."

"Don't sweat it," said the tactician. "We won't use you as a witness if you didn't see



Whether you feel the new rules are a simplification or sellout, don't make a stink about them in the restroom.

what was needed to be seen. Hell, I don't want anybody to lie — I just want to use the good data and not the bad."

To emphasize the point and end the discussion, he followed his last statement with a flushing sound issuing from his stall. The crew on my right did the same in another minute or two. They chatted some more out by the sinks, but I couldn't make out what they were saying over the noise of the running water. I didn't dare show my face.

Finally the room was empty. I waited a minute, flushed, and left my stall to wash up, taking my time about it so the two crew I had been overhearing would have plenty of time to get away. I wanted to make absolutely certain that they wouldn't notice me exiting the men's room after them.

But there were four stalls in this bathroom, and one of the doors was still closed. Someone else had heard that con-

versation. And not only that, they knew that it had been overhead by someone other than themselves when they heard me leave my stall. Against my better judgment, I decided I had to find out who it was. So I opened and closed the door to make it sound like I was just entering the room, and entered the stall next to the one that was still occupied.

I expected the eavesdropper to get up and leave, so I could follow them out and get a look. But whoever it was wasn't about to move.

"Got any extra T.P. in there?" I finally asked, as if my stall had been in short supply.

"Do you need any medical assistance?"

"Uh-um," was the reply, in a strangely muffled voice.

It didn't sound right. This club has a lot of older members, I thought. Maybe someone had a problem.

"You okay in there?" I asked.

"Uhm."

It sounded like a 'yes', but I wanted to be sure.

"Do you need any medical assistance?" I asked again.

This time the voice changed to a loud whisper: "Max! Is that you?"

No mistaking the voice now. It was Lee Helm's.

"Lee," I practically shouted, "What in blazes are you doing in here?"

"Be cool, Max. Is the coast clear?"

I walked out of the stall again.

"Just us," I assured her.

"The girls' room had a line a mile long, what with that women's club rental going on in the main dining room," she explained as she opened the door. "Some guy told me that this head was empty, so I decided to 'liberate' it. Kinda got pinned down here for a while, if you know what I mean."

"That's funny, Lee," I said. "I'll check the door and the hall to cover your escape."

"Thanks," she said. "I'll wait for your signal. But, like, do men's rooms always smell this bad?"

In a few minutes she was able to make an undetected departure, and we met again in the bar.

"So what are you sailing on?" I asked. "And how are you doing in the series?"

"We're in a solid second," she said. "But I think it's going to become a first. The boat that's ahead of us made an illegal luff and tapped us, even though we tried to keep clear."

"Aha," was all I could say, realizing that she was on the windward boat described in the incident described by the two sailors in the men's room.

"These Experimental Rules are interesting," added Lee, "but they lack some precision in certain areas. . ."

"What do mean?" I asked.

"Look at what they did to rule 41.2, about tacking too close," she said. "Under the old rule, if the tack was completed so that the other boat didn't have to alter course until

the instant the tack was complete, then the tack was okay. Otherwise it was too close."

"And this is gone from the new rules?"

"We don't really know. X-rule 2 says that 'when a boat acquires right of way, it shall immediately give the other boat room and

MAX EBB — THE X-FILES

time to keep clear' . . ."

"That means the same thing, doesn't it?"

I asked.

"Maybe, but we're not really sure. Same with X-rule 1, about contact: 'Every boat

competitors also be the referees, so we had 'onus of proof' to sort out the messiest situations. But like, now most of the onus

"Do men's rooms always smell this bad?"

shall avoid contact', but 'A right-of-way boat need not act to avoid contact until it is evident that the other boat will not keep clear' . . ."

"That does introduce a bit of a gray area," I agreed.

"For sure. Ever since, like, the 1930's when Vanderbilt initiated the last major change in the rules, the basic idea has been to reduce gray areas, and to make it easy to figure out on the water, by the racers, who had to keep clear of who. The rules seemed to recognize the problems of having the

provisions are gone, and it comes down to judgment calls on more situations. It's as if the X-rules are designed more with on-the-water judges in mind. The judges get to make the tough calls as they happen, and the rules are kept simple enough for the TV audience to understand."

"You really think that's what's going on?" I said.

"Like, if I was cynical about the IYRU's motives, I'd say that they're trying to dumb down the rules for exactly that purpose. Heck, we know that IYRU is in debt up to it's

eyebrows 'til they get their revenue from the Olympics, and they've embraced event sponsorship in a big way. Check out the individual membership deal on their web site — www.sailing.org — if there's any doubt."

"I did take a look at that site, Lee. I think it's very well done, and has a lot of useful information."

"Yeah, they are doing a good job — but they've clearly chosen the commercial route. And I really don't think they're deliberately re-configuring the rules to work better on television than for YRA races. But that's the effect it might have. I mean, look at the overlap and luffing situation we had in today's race. . ."

"P"robably best not to discuss what happened today," I interrupted. "I'm on the protest committee."

"For sure," said Lee, with a knowing wink. "I mean, like, mum's the word."

— max ebb

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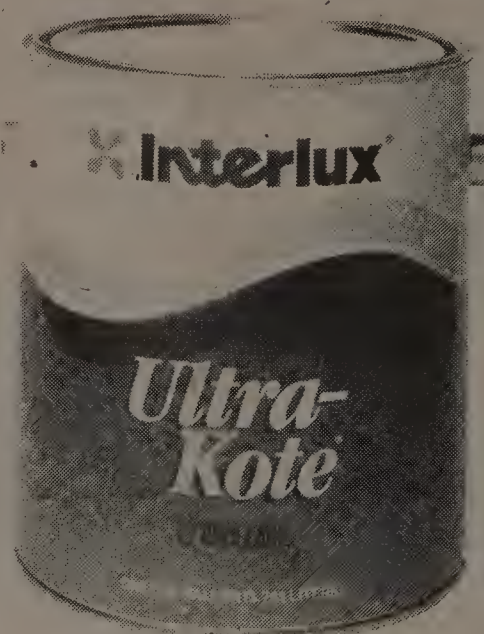
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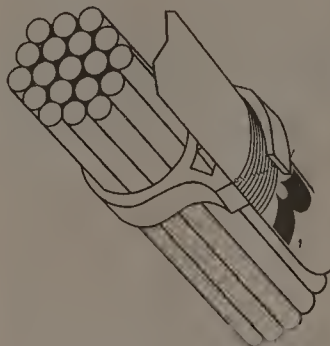
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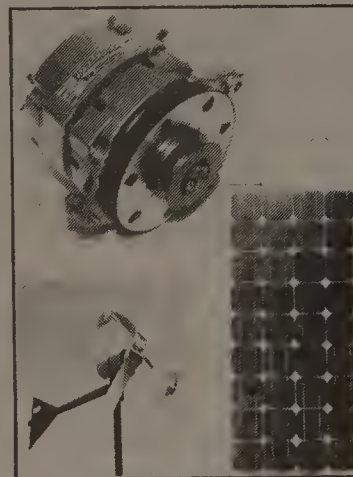
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1996 'BIG' CREW LIST —

There was a time, back before our bodies turned against us, when we used to take long bicycle rides. There was rarely a destination in mind. We just did it for the wind in our hair, the exercise, the great outdoors — and, of course, to check out the babes in bikinis down along the beach.

Rick, our roommate at the time, never went with us. He thought riding bikes for fun was goofy. For him to enjoy riding, he had to be going somewhere. He needed a destination, a plan, a purpose. Lacking that, he'd just as soon stay home and watch TV.

When it came to sailing, Ricardo had a purpose. He raced. If there were no races, he saw no point in sailing. He didn't even like to go out to practice racing maneuvers. In all the time we knew him, we can only recall one time when he came along on a 'pleasure' sail. And we were all so drunk that we smashed into the dock coming in and then realized the reason was because the prop shaft had backed out of the boat and we were sinking. But that's another story.

The point is, the only type of sailing Rick liked to do was racing. The only types of boats he liked were race boats and the only type of people he hung around with were racers! We've known this guy going on 25 years and he's *still* that way.

But you know what? More power to him. Through regular competition, he's grown into one of the best sailors we know, and his shelves at home are lined with pickle dishes. He's a happy camper. And he's not alone. We know a number of other sailors who are almost as focused as our old bud, guys who live for the weekends when they can get out and go racing — any boat, any event, just as long as there's enough good competition to get the old juices flowing. And there's absolutely nothing wrong with that. We hope every one of them who reads this magazine made connections through last month's Racing Crew List, and wish them the best of luck in the upcoming racing season.

This month's Crew List is for the more well-rounded sailor — the type with whom we best relate. We're talking about the folks who think occasional racing can be fun, but who place greater importance on smelling the roses, feeling the wind in their hair, laughing with a bunch of friends in some faraway anchorage, or just heading out on the Bay with no particular destination in mind. We certainly consider ourselves well-rounded sailors — especially in the area of the waistline and love handles — and we truly enjoy all types of sailing. If that's where you're coming from, too, then you've come to the right place to meet like-minded people. Welcome to the 1996 Cruising, Daysailing, Co-Chartering and Boat Swapping Crew List.

If your name appears here, chances are good that you already know the drill — look for the listing showing the type of sailing you want to do, decipher the 'code' beside each name by using the information in the gray boxes (highlighting the most desirable prospects with a red pencil), and then start making calls. If you're listed here, of course, you will likely be receiving calls, too.

If you don't have a clue what we're talking about, it's easy enough to figure out. Plus, you don't have to be listed here to take part. If you were late getting your name in, didn't bother, or are looking at your very first issue of *Latitude* — no problem. All we ask is that everybody wanting to take part in the Crew List first read and acknowledge the disclaimer in the gray box at the top of the page. Or, as we said in the very first Crew List, which appeared in the April, 1982, issue, "If using this list leads to your getting hurt, killed or married, it's not our fault. If you aren't something of a risk-loving swashbuckler who can handle him/herself in any situation, don't use this list."

The interviews you will conduct with your prospective skipper or crew will vary widely with the situation. People joining up for occasional daysails will naturally remain a lot more flexible than those heading over the horizon for long periods with the same people. Here's a general guideline for the more involved Crew List situations:

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If we were looking to crew on a cruising boat, we'd certainly ask a potential skipper about his experience, planned destinations and itinerary — and how flexible those latter two are. We'd ask about financial arrangements, accommodations, how the watch system works, how much (or little) stuff to bring and what non-sailing duties he expects of crew — cooking, shopping, painting, etc. We'd ask when the boat was last surveyed, how much the skipper prefers to sail vs. motorsail, amenities aboard (hot/cold water, refrigeration, etc.), and what primary and back-up navigation systems he uses. Don't forget the 'little' stuff either, like rules regarding smoking, drinking, snacking, playing music, entertaining guests, bathing, and so on.

A skipper, of course, will be more concerned with skills, experience level and compatibility. It's worth noting here that, to some skippers, people with little or no experience are sometimes preferable to those with lots of sea miles — they're easier for the skipper to 'train' to do things his way.

One more thing on the pre-planning: if you really want to get into this networking thing, we suggest writing out your list of questions on a sheet of paper, leaving enough room between each question to jot down answers. Then make a bunch of copies. Grab a fresh sheet for each call you make, and be sure to write the potential skipper or crew's name at the top of the sheet first thing. This way, you'll be able to go back and review each interview. If you don't do this, we can guarantee you'll start to forget who said what by about the fourth call.

Here are a few more handy hints:

- Be honest. We've been on boats where people 'bluffed' their ways aboard by claiming more experience than they had. When the truth came out in short order — and it *always* will — it was embarrassing for both them and the rest of the crew. So don't do it.

- Call only during 'normal' daylight hours. In most cases, you will lose points by calling someone after 9 p.m. or before 9 a.m.

- Be realistic about any commitment you make. Sailing, and particularly cruising, is not always fun or done under ideal conditions.

- Pretend you're a 'sexual vegetarian' — don't use the Crew List as a meat market. Despite what a lot of you sexist macho wankers out there might think, men and women really can have a lot of fun together without exchanging bodily fluids.

- Don't overlook the steady hand of experience in favor of the exuberance of youth. Older sailors may not lead the charge onto a plunging foredeck, but their brainpower, experience and humor can go a long way toward making a happy ship.

- Don't get discouraged if the first few calls don't work out. As philosopher John Donne so accurately pointed out, "persistence alone is omnipotent."

N

ow for the perks.

The 1996 Crew List parties take place April 2 at the Richmond YC, and April 4 at the Corinthian YC. Both parties run from 6 to 9 p.m.

Everyone is invited to the Crew List parties, whether you are on the List, off the List, have a boat that lists, saw *Schindler's List* or speak with a lisp. Everyone is welcome except people who try to sneak in early, those heathen armpits who help themselves to the food before we open, and those without correct change at the door. We're sorry, but this year we're going to have to hurt you bad. This abuse of our lovely Crew Listettes has gone on long enough.

Speaking of the lovely Crew Listettes, if you can show them your name on either this Crew List, or last month's Racing Crew List, you get in free. If you can't it'll cost you \$5 to get in. The usual snack-type

ommendation as to the character of anyone participating in the Crew List, nor the condition of any boats or equipment. You must judge those things for yourself.

munchies will be available, we'll give out random T-shirts and both clubs will operate no-host bars.

The Crew List parties, as well as providing a nice break in the weekly grind, are a great place to meet your prospective sailing crew or skipper for the first time after you've done all the preliminary stuff over the phone. If you haven't made contact, it's also a good place to mingle. Crew and skippers wear different colored name tags, so you can spot them easily. You can assume anyone not wearing a name tag is just 'here for the beer'.

Well, that's about it. The whole thing's pretty intuitive once you get going, and if you're a typical Crew Lister, you'll be doing just the type of sailing you want this summer — and wondering why you didn't try a Crew List years ago.

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Alan Ross, (510) 521-2035 exp 3/wants 1,2,3,4,5,7,8,9/offers 1,2,3,4,5a,7,8 (provisioning).
Ben Choate, 52, (415) 924-4630 exp 4/wants 4,5,7,8,9/offers 1,3,4,7.
Bernard Harberts, 28, (919) 512-6536 or (704) 873-5344 exp 3/wants 5 (trans Pacific as far as I can go in 3 months, May-August '96)/offers 3,5 (Italian, Swiss, German),7,8 (celestial/conventional navigation).
Bernie Schuler, 27, (510) 204-9588 exp 4/wants 4,7 (this spring),8/offers 2,3,4,5ab (German),7.
Bill Combs, 40, (206) 946-8630 exp 3/wants 5/offers 1,2,7,8 (celestial navigation).
Bill Rehm, 39, fax: c/o Pat Morrin (510) 226-2220 exp 4 (15,000 mi)/wants 7,8,9,10 (circumnavigate)/offers 3,4,7,8 (navigate, scuba dive, fish, relates to all cultures).
Bob Clevenger, 51, (510) 943-7052 exp 4/wants 2,3,4,5,7,8/offers 1,2,3,4,7.
Bob Custer, 53, (970) 247-8089 exp 2a/wants 3,4,5,7,8,9/offers 1,3,4,7,8 (ASA bareboat certif, scuba).
Bob Dell, 56, (415) 342-3440 often out of town at (847) 966-8887 exp 3/wants 1,2,3,4,5,7,9/offers 1,2,3,4,7,8 (enrg consultaht, retired professor).
Bob Jones, 43, (408) 728-4162 exp 2a/wants 4,5,7,9/offers 1,2,3,4,7,8 (carpenter, contractor, mediator in conflict resolution).
Bob Lutsky, 30s, (707) 765-5911 exp 4/wants 4,5,7,8,9 10 (Antarctica)/offers 1,4,6,7,8 (entertainer).
Brad Brace, 41 (503) 230-1197 or bbrace @ netcom.com exp 3/wants 4,5,6,7,8,9,10 (Brazil, Ecuador or circumnavigate)/offers 1,2,3,4,5b (French),6,7,8 (navigate, computers, photography).
Brad Meyer, 40, (916) 774-6462 or (916) 485-4091 exp 1,2/wants 1,2,6/offers 2,3,4,7,8 (scuba).
Brian Davies, 34 (907) 463-5868, P.O. Box 21764 Juneau, AK 99802 exp 2c, wants 4,5,7,9/offers 1,2,3,4,7,8 (EMT, splicing).
Bruce Becker, 32, (408) 454-9934 exp 3/wants 2,3,4,5,6,7,8,9/offers 1,2,4,7.
Bruce Bullard, 49, (916) 373-0783 exp 2b/wants 1,2,3/offers 2,3,4,7,8 (positive attitude, willing to do anything).
Chris Burmester, 30, (510) 528-8071 exp 3/wants 3,4,5,6,7,8/offers 1,2,3,4,5b (French),7.
Chris Heynes, 29, (510) 988-9860 exp 3/wants 4,5,7,8,10 (Indonesia)/offers 1,2,3,4,5,ab (French),6,7,8 (woodworking, happy, college ed.).
Chris Monti, 31, (206) 780-1546, P.O. Box 11522, Bainbridge Island, WA 98110 exp 3/wants 5,7,8,9/offers 1,2,3,4,7,8 (scuba, mech. aptitude, diligent watch & navigator).
Colin A. Paul, 32, (510) 247-8972 exp 2c/wants 2,3,4,6,10 (1-2 week cruise)/offers 1,2,3,4,7.
Cory Bloome, 23, (415) 441-0234 exp 4/wants 1,2,3,4,5,6,9/offers 3,5a,7.
Dale Cramb, 60, (408) 253-5591 exp 2c/wants 1,2,4,5,6/offers 1,3,4,7,8 (experience in navigation and meteorology).
Dan Beckham, 58, (214) 442-2310, 3706 Gray Ln, Parker, TX 75002 exp 1,2/wants 3,4,5,7,8,9/offers 2,3,7,8 (private pilot, independent, quick study, can fix things).

Dan Garr, 50, (408) 426-4575 exp 3,4/wants 5,6,9/offers 1,3,4,5b (French, Indonesian),6,7,8 (music).
Darryl Lleux, 57, (408) 773-9089 exp 3/wants 2,3,4,7,9/offers 4,7, 8 (navigation).
David Bratt, 35, (415) 387-5615 exp 2/wants 2,3,4,5,6,7,8,9/offers 1,4,6,7.

"WANT TO CREW" CODE

MY/OUR SAILING EXPERIENCE IS:

- 1) None, but I/we will do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner and wish like hell I was anywhere but on the boat. I'm still game.
- 2) Some. At least a) 5, b) 10, c) 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering.
- 3) Moderate. Several years active crewing on the Bay or equivalent, or at least long coastal or trans-ocean trip
- 4) Lots. Several long ocean passages.

I/WE WANT TO CRUISE:

- | | |
|--------------------------------|------------------|
| 1) SF Bay and Delta | 7) Caribbean |
| 2) Monterey Bay | 8) Mediterranean |
| 3) Southern California | 9) Anywhere warm |
| 4) Mexico this fall/winter | 10) Other |
| 5) Hawaii and South Pacific | |
| 6) Pacific Northwest or Alaska | |

I/WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration
- 3) Elbow grease for bottom work, varnishing and other upkeep
- 4) Cooking and cleaning skills
- 5) Language skills — I'm reasonably conversant in a) Spanish; b) Other(s)
- 6) Ornamental skills — I look good in a bikini/speedo/birthday suit
- 7) Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) Other skill(s)

David Gates, 34, (707) 942-8478, pgr (707) 952-5020, P.O. Box 1148, Calistoga, CA 94515 exp 1/wants 1,4,5,7,8,9/offers 2,3,4,6,7,8 (massage therapist).
David Hammer, 51, H (916) 623-2661 W (916) 623-5418, P.O. Box 1091 Weaverville, CA 96093, Fax: (916) 623-2671 exp 3/wants 4,5,7,8/offers 1,4,7,8 (enthusiasm, some rusty navigation, common sense).
David Lyon, 36, (415) 851-4474 exp 3/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4,7,8 (electronics radio, Ham & weather).
David Williams, 18, (702) 852-2060 exp 1/wants 2,4,5,7,8,9/offers 2,3,4,6,7.
David Zittin, 47, (408) 253-3258 exp 4/wants 1,5,10 (Pac. Cup returns)/offers 2,7,8 (VHF & SSB exp, coastal nav, some blue water nav).
Dick Derby, 58, (415) 221-5842, pager (415) 582-9685, hit # sign exp 2/wants 4,5,9/offers 1,3,4,7.
Don Clift, 56, (209) 369-1254, E-mail DONCLIFT@AOL.COM exp 2a/wants 1,2,3,4/offers 1,3,4,7,8 (don't get seasick).
Doug Greene, 42, (408) 685-3451 exp 1/wants 1,2/offers 1,3,8.
Duncan McNamara, 31, (415) 349-4515, days (510) 441-1175 exp 3/wants 1,2,3,5,6,7,8,9/offers 2,3,7,8 (hard worker, fast learner).
DuWayne Olds, 53, (707) 822-2781 exp 3/wants 3,5,7,8,9/offers 1,2,3,4,7,8 (celestial navigation).
Emelio M. Taranta, 26, (415) 948-9036 exp 4/wants 5,7,8,9/offers 3,4,5ab (Italian, French, English),7.
Eric Goldschlag, 30, (707) 543-3575 or pager (707) 577-9755 exp 2c/wants 1,2,3,4,5,7,8/offers 1,3,4,7.
Fred Perry, 45, (916) 753-1228 exp 2c/wants 1,2/offers 1,2,3,4,7,8 (completed ASA coastal cruising).
Fred Reynolds, 37, (916) 268-0228 c/o Bill Reynolds (father) exp 4/wants 5,7,8,10 S.E. Asia, Japan)/offers 1,2,3,6,7,8 (avail for 1-2 years).
Frederick Berg, 49, (808) 638-7384 exp 3/wants 5,8,9/offers 3,7,8 (carpenter by trade).
Garry G. Kraft, D.C., 49, (805) 984-0050 exp 4/wants 3,4,5,7/offers 1,2,7,8 (celestial navigation).
Gary Fariss, 54, (408) 257-0948 exp 2b/wants 1,2/offers 2,3,7,8 (HAM radio).
Gene Finnegan, 64, (408) 395-9211 exp 2c,3/wants 1,2,3,4,5,6,7,8,9/offers 3,4,6,7.

1996 'BIG' CREW LIST —

MEN TO CREW — CONT'D

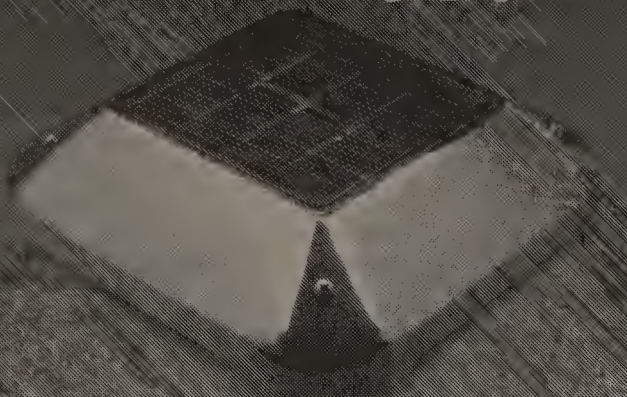
George Bloom, 65, (510) 865-3903 exp 4/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4,7,8 (celestial navigation).
 George Dorian, 35, (415) 461-0165 exp 3/wants 1,2/offers 2,3,4,7.
 Gregory Yankelovich, 45, (415) 752-1157 exp 3/wants 1,5,10
 (passage from S.F. to Hawaii)/offers 3,4,5b (Russian),7,8 (good company).
 Harry Kelly, 40 + 25, (408) 426-3744 exp 4/wants 4,5/
 offers 1,3,4,7,8 (comes with GPS & HAM license. Good physical condition).
 Howard Cantin, 62, pager (415) 377-6539
 exp 3/wants 9,10 (anywhere, retired)/offers 2,7,8 (ASA Coastal Cruising).
 J.F. Turner, 57, (408) 226-7927
 exp 4/wants 4/offers 1,2,3,4,5a,6,7,8 (navigation, incl sextant).
 Jack Hardcastle, 43, (360) 484-7753, P.O. Box 69, Naselle, WA 98638...exp 1/wants
 6/offers 2,3,7,8 (background as Merchant Marine Officer, none in small boats).
 Jack McCaskill, 57, (510) 487-6116 exp 3/wants 1,9/offers 1,7.
 James McNamara, 65, (408) 395-5603 exp 3/wants 1,2,3,4,5,6,7/
 offers 1,2,3,5b (German),7,8 (celestial navigation, guitar, enthusiasm).
 James Pearson, 45, (510) 521-8028
 exp 4/wants 4,5,7,8,9,10 (prefer circumnavigation)/offers 3,7,8 (diving, navigation).
 Jean-Marc Rolland, 43, (541) 547-3198
 exp 2c/wants 4,5,7/offers 1,4,5ab (French),7.
 Jeff MacDougall, 40, (415) 789-9354
 exp 3/wants 1,2,3,4/offers 3,4,6,7,8 (Ha Ha vet '95).
 Jim Cox, 48, (408) 867-0585
 exp 3/wants 1,2,6/offers 4,7,8 (moderate skipper experience).
 John Graham, 48, (303) 642-7802 exp 3/
 wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,7,8 (massage, retired psychotherapist).
 John Greer, 55, (916) 454-2913 or fax (916) 486-6537
 exp 3/wants 4,5,6,7,8,9,10 (Oz, NZ, South Pac circumnavigate)/offers 1,3,4,5ab
 (German),7,8 (ASA certified, bareboat, non smoker, sing, fish).
 John Page, 42 (415) 328-1093, Page_J@mediasoft.net
 exp 2/wants 1,2,3,4,5,6,7,8,9,10 (Far East, Australia)/offers 1,2,3,4,6,7.
 Ken Shepherd, 50, (510) 843-0500 exp 3/wants 2,3,4,5,10 (ocean).
 Kent E. Robertson, 58, (415) 366-7285, Sparky23@AOL.com
 exp 3/wants 4,7,8,9/offers 1,4,5a,6,7,8 (owns condos near Las Hapas in Mx).
 Kurt Glassell, 45, (619) 621-6784
 exp 4/wants 4,5,6,7,8/offers 1,2,3,4,5a,7,8 (navigator).

MEN TO CREW — CONT'D

Lloyd Dawson, 50+, (916) 457-4287
 exp 4/wants 1,2,3,4,5,6,7,8,9,10 (the world)/offers 1,3,4,5,7,8 (Emt. diver, firefighter).
 Lloyd Ritchey, 51, (408) 280-5021 exp 3/wants 1,2/offers 2,3,4,6,7.
 Mar Dell Casto, 50's, (408) 981-7542 exp 4/wants 2,3,4,5/offers 1,2,3,4,6,7.
 Marc Hachey, 42, (916) 888-1234
 exp 3/wants 1,2,3,4,5,7,9/offers 2,3,4,7,8 (navigation, radar, boat deliveries).
 Marc Vandenplas, 35, (415) 239-8603
 exp 3/wants 6,9/offers 1,2,3,4,6,7,8 (ACC, Nav).
 Mark Joiner, 42, (510) 376-9035
 exp 4/wants 1,2,3,4/offers 1,3,5b (Conch, Dawg),7,8 (nav, trim, will bring beer).
 Martin Dunn, 55, (916) 369-7200 exp 2/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,7.
 Marvin Stark, 50, (916) 989-5640 exp 3/wants 1,2,3,5,7,8,9/offers 1,2,3,7.
 Matthew Hock, 37, (510) 525-4952 exp 3+/wants 3,4,5,6,7,8,9,10
 (deliveries o.k. if boat can point)/offers 1,2,3,4,5b (English),6,7,8 (navigation).
 Max Bruni, 25, (415) 948-9036
 exp 4/wants 5,7,8,9/offers 3,4,5ab (Italian, English),7.
 Michael Daley, 45, H (707) 874-2722 W (707) 584-2507
 exp 3/wants 1,2,4,5,6,7/offers 1,2,7,8 (learning celestial navigation).
 Michael A. Datema, 45, (209) 293 4758 or (209) 267-1573, messages at both
 exp 2b,3/wants 1,2,3,4,9,10
 (you name it)/offers 2,5b (French),7,8 (celestial & coastal navigation).
 Nathan Martin, 19, (805) 781-9527 or (805) 528-2014
 exp 2b/wants 4,5,6,7,8,9,10 (Africa, New Zealand,
 Australia)/offers 2,3,4,5a,7,8 (ocean lifeguard, scuba certified, CPR, first aid, etc).
 Neil Calvert, 48, (510) 337-0426 exp 3/wants 1,2,4/offers 1,2,3,7.
 Neal Daskal, 41, (510) 268-4007 or (510) 987-4172
 exp 3/wants 1,2,3,4,6/offers 1,3,4,7.
 Neil, 33, (415) 550-8523 exp 3/wants 1,2,3,9/offers 1,2,3,4,7,8 (computer).
 Patrick S. Harris, 27, (415) 641-7482 exp 1/wants 1,2,3,4,5,6,7,8,9/offers 3,4,7.
 Paul Caffrey, 31, (415) 771-0779, 1100 Gough St. Apt. 7A, S.F., CA 94109
 exp 2ab/wants 1,2,3,4,5,6,7,10
 (any long distance)/offers 1,3,4,6,7,8 (story telling good old Irish hospitality).
 Paul Hanshaw, 50, (510) 533-5516 or (209) 795-4264
 exp 2c/wants 1/offers 2,3,6,7.
 Paul Meaney, 55, (415) 664-9597 exp 1/wants 1,2,3,4/offers 1,3,4,6,7.
 Paul Seyler, 51, (310) 426-3551, P.O. Box 1391, Long Beach, CA 90801

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MEN TO CREW — CONT'D

..... exp 3/wants 3,4,5,6,7,8,9,10 (name it)/offers 1,2,3,7,8 (scuba certified).
Peter Perez, 39 (415) 634-4733 exp 2c/wants 5/offers 1,3,4,5a,7.
Peter DeNeval, 51, post card to HC63 Box 5, Duchesne, UT 84021 exp 1/wants 5,8,9,10
 (Australia)/offers 1,2,3,4,5ab (French, German), 8 (welding, sewing, office skills).
Rich Anderson, 45, (510) 337-1460 exp 2/wants 2,5,7,9/offers 1,3,4,7.
Rick Sorg, 47 (714) 496-4766 exp 4/wants 4,5,7,8,9/offers 1,2,3,4,7,8 (6 pax lic., former captain).
Rick Whiting, 50, (415) 459-1210 exp 4/wants 1,2,4,5,6/offers 3,4,5a,7,8 (navigation, tactics, sails).
Robert, 31, (360) 297-2894, P.O. Box 338, Indianola, WA 98342 exp 4/wants 5,10 (heading for Australia to arrive fall '96, available immediately)/
 offers 1,3,4,5b (French), 6,7,8 (navigation, boat maintenance/retuning, carpentry).
Robert Drews, 37, (707) 522-0305 exp 3/wants 1,3,4,6,10 (San Juans)/offers 1,2,3,4,7,8 (scuba diyer).
Ronald Swirsky, 50, (916) 988-6781 exp 3/wants 5,7/offers 1,3,5b (French), 7,8 (woodworking).
Roman Rivas, 49, (415) 221-5058 exp 3/wants 1,3,4,9/offers 1,2,3,5a,7.
Roy M. Beck, 63, (408) 265-6470 exp 3/wants 3,4,5/offers 1,2,3,7,8 (Ham, diver).
Russ Bleizetter, 49, (415) 435-5548 exp 3/wants 1,2,3,4,6,7,9/offers 1,2,3,4,6,7,8 (navigation, common sense).
Scott Johnson, 26, H (415) 398-6780 W (616) 7739 exp 3/wants 4,5,7,8,9/offers 1,3,4,7.
Scott Shandrew, 33, (702) 359-5569, P.O. Box 50632, Reno, NV 89513 exp 2b/
 wants 5,7,8,9/offers 1,2,3,4,5ab (French), 7,8 (great bartender, scuba).
Steve Christensen, 39, (415) 664-6281, Pager (415) 560-7610 exp 3/wants 1,2,4/offers 2,3,7.
Steve McCarthy, 46, (510) 582-4718 or (510) 536-6163 exp 3/wants 1,2,3,4,5,7,9/offers 1,3,4,5,7,8 (some navigation, guitar, concertina).
Steve Truax, 49, (916) 621-1375 exp 3/wants 9/offers 1,2,3,4,7,8 (scuba).
Tom Burnett, 44, (415) 969-3827 exp 3/wants 4,9,10
 (Costa Rica)/offers 1,7,8 (will bring handheld GPS, VHF & volt meter).
Tom Durel, 49, (415) 812-3009, tdurel@oceania.com exp 4/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4,7,8 (navigation).
Tom McCall, 65, (408) 353-1665

MEN TO CREW — CONT'D

..... exp 3/wants 1,10 (Cuba, CA)/offers 1,3,4,7,8 (panic proof).
Tom Obersky, 41, (415) 989-6956 W (415) 544-1403 exp 3/wants 9/offers 2,3,4,7.
Tom Stady, 40, (541) 770-7023 exp 1/wants 1,4,5/offers 1,3,4,7,8 (navigation).
Tom Taveggia, 52, (510) 946-9993 exp 4/wants 7,8,10 (Mexico, ZTown to Panama Canal or reverse)/offers 1,4,5a,6,7.

WOMEN TO CREW ON A CRUISING BOAT

Aileen Rodriguez, 21, (415) 550-7450 exp 3/wants 4,10 (Central America)/offers 3,4,5a,7,8 (scuba).
Alice Jackson, 50, (541) 271-9344 exp 2a/wants 5,6,7,8/offers 1,3,4,5ab (understands Italian), 7,8 (good at crossing bars).
Allison, 29, Folsom3@ns.net exp 2a/wants 1,2,3,6,8,9/offers 3,4,5b (French), 7.
Amanda Lanatsch, 24, (415) 474-4983 exp 1/wants 1,2,3,8,9/offers 4,5b (Italian), 7.
Anita Baker, 38, (415) 552-3769 or wk (415) 441-3777 exp 2/wants 1,2,3,4,5,6,7,8,9,10 (depending on timing).
Anja Schwertfeger, 28, (415) 821-6601, 3329 21st St, S.F. 94110 exp 2a/wants 9/offers 1,2,3,5b (German, French).
Annette, 56, (702) 832-0804, P.O. Box 5941 Incline Village, NV 89450 exp 3/wants 5,7,9/offers 1,3,4,7,8.
April, 19, P.O. Box 253, Vallecito, CA 95251 exp 1/wants 4,5,9,10 (Australia)/offers 4,6,7,8 (very hard working, willing to learn).
Arlene Ryan, 61, (916) 244-4737 exp 2abc/wants 1,3,4,5,6,7/
 offers 1,4,5a,7,8 (Women on Waves Sailing Program in Sausalito, CA).
Barbara E. Pierce, 29, (415) 731-9196 exp 2/wants 1,2,4,6/offers 1,3,4,5ab (some Portuguese), 7.
Beth Ann, 30's, (916) 863-3065 exp 1/wants 1,2,4/offers 4,6,7.
Bobbi Coggins, 43, (916) 655-3591, Fax: (916) 655-3595 exp 2c/wants 1,2,4,5,7,8,9/offers 3,4,6,7,8 (intelligent conversation).
Carol, 43, (415) 323-3795, Carol@OMIX.cpm exp 2c/wants 1,2,6,8,9/offers 6,7.
Carol O, 31, (510) 932-4695 exp 2b/wants 1,2/offers 4,6,7.
Cristina Tattini, 29, (415) 641-1272 exp 1,2/wants 1,2,3,4,5,7,8,9,10 (around the world)/
 offers 3,4,5ab (Italian, French), 7,8 (traveling experience, photography, cooking).

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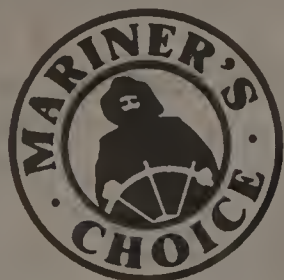
1996 'BIG' CREW LIST —

WOMEN TO CREW — CONT'D

Daniela Ferdico, 24, (310) 523-1294 exp 2c/wants 1,2,3,4,5,6,7,8/offers 3,4,5b (German), 7.
 De, 38, de@ucolick.org exp 2a/wants 1,2,3/offers 3,7,8 (electrical, carpentry, repair).
 Diane, 40, (415) 495-5612 eves exp 3/wants 1,2,3,4,7,9/offers 1,3,4,5b (French), 6,7,8 (racing tactician).
 Diane R, 48, (408) 462-4102 exp 2c/wants 1,2,6,10 (Australia?)/offers 3,4,6,7,8 (highly organized & great fun).
 Donna, 31, P.O. Box 376, Fairfax, CA 94978 exp 1,2a/wants 1,9/offers 1,6,7.
 Edith, 49, (310) 823-0042 exp 1,2a/wants 3,4,5,9/offers 1,3,4,6,7.
 Edith (Edie) Gilbertson, 49, (415) 329-9890 Day: (415) 812-2021 exp 2c/wants 1,2,3,5,6,10 (Mediterranean)/offers 1,4,5b (French), 6,7.
 Elaine Jeffries, 49, (941) 592-0148 or (860) 599-1919, 2338 Immokalee Rd. Apt 212, Naples, FL 33942 exp 3/wants 4,5,7,8,10 (New England, Bahamas)/offers 3,4,6,7.
 Fran, 40, (415) 492-2864 exp 2/wants 1,2,3,5,7,9/offers 4,7,8 (sense of humor).
 Gail, 55+, (310) 821-9158 exp 3/wants 4,7,8/offers 1,3,4,5ab (French), 7.
 Gwen Breland, 34, (707) 451-3267 exp 1/wants 1,2,3,5,7,9/offers 3,4,7.
 J. Braskamp, (415) 388-7920 exp 3/wants 1,2,4,7/offers 1,2,3.
 Jan, 42, (209) 763-5457 exp 3/wants 1,2,6,10 (anywhere warm in 1-2 years)/offers 1,3,4,7,8 (sewing).
 Jane Baldwin, 35, (415) 453-9835 exp 4/wants 4,5,7,8,9,10 (to the stars!)/offers 1,3,4,5b (French), 7,8.
 Jeannie, 50, (503) 981-6289 exp 2c,3/want 4,5,7,9/offers 1,4,7.
 Jennifer, 27, (415) 921-6989 exp 2b/wants 1/offers 1,7,8 (some racing experience).
 Jennifer Hutcheon, 20, (916) 392-6530 exp 1/wants 4,5,7,8,9/offers 1,3,4,5a,7.
 Joanne Norton, 47, (488) 725-0435 or (408) 379-1696 exp 3/wants 1,2,3/offers 3,4,7.
 Joy, 48, (909) 585-4321, Box 1626, Sausalito, CA 94966 exp 2/wants 1,3,4,5,7,9/offers 1,3,4,5,6,7,8 (scuba cert.).
 Joy, single 58, P.O. Box 2695, Weaverville, CA 96093 exp 2b/wants 5,7,8/offers 1,3,4,5a,6,7,8.
 Joy Diane Shaffer, M.D., 40, Write: 1570 The Alameda, Ste. 215, San Jose, CA 95126 exp 3, HI delivery crew/wants 4,5,7,8,9,10 (circumnavigation?)/offers 5a,6,7,8 (internal medicine, GPS navigation, emergency medicine).
 Kacki, (415) 344-8177 exp 2a/wants 1/offers 7,8 (talent for iron work).

WOMEN TO CREW — CONT'D

Karen Gelb, 42, (916) 589-2069 exp 1/wants 5,9,10 (Marianas, Asia)/offers 1,2,3,4,6,7.
 Karen Longe, (415) 776-1151 exp 2b/wants 1,2,3,4,9/offers 3,4,6.
 Karen Sliter, 28, (408) 730-4915 or (415) 854-0300 X2598 exp 1/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,7.
 Katherine, (510) 254-1660 exp 3/wants 1,2,3,4,5,7,8,9/offers 1,3,4,7,8 (provisioning).
 Kathryn (Kat) Perry, 20, (415) 756-6018 exp 1/wants 1,4,5,7,8,9/offers 3,4,6,7.
 LJ, 28, PO Box 344, Davenport, CA 95017 exp 3/wants 1,2,5,8,10 (NZ, So. America)/offers 1,3,4,6,7,8 (guitarist).
 Linda Chase, 46, (513) 443-3388 exp 2/offers 4,6,7.
 Linda Norris, 39, (415) 941-9624 exp 2c/wants 1/offers 4,5b (German), 7.
 Lisa Cramer, 25, (707) 942-4620 or wk (707) 963-1792 exp 2/wants 1,2,3,4,5,6,7,8,9,10 (pretty damn flexible, just want to sail!)/offers 1,3,4,6,7.
 Lissa, 27, (415) 257-8337 exp 2/wants 1,2,3,4,5,6,7,8/offers 1,3,4,6,7.
 Louise Hawkins, 67, (808) 328-2380, Fax/Phone/E-mail fishsail@hawaii.net exp 2,3/wants 4,5,7,8,9/offers 4,7,8 (available long cruising, would prefer woman skipper).
 Mabelle, 51, (408) 375-2408 (Monterey), E-mail CompuServe 102657,212 exp 4/wants 4,7,9/offers 3,4,5 ab (French, Italian, 7,8 (catch fish).
 Marlaina, 42, Fax: (707) 996-8260 exp 2/wants 1,2,4,6,7,10 (New Zealand)/offers 4,5b (Brazilian, Portuguese, Norske), 6,8 (conversation, song, humor).
 Mary, 41, (408) 654-3405 exp 2/wants 1,2/offers 1,3,4,7.
 Mary Martin, 45, P.O. Box 241, Coloma, CA 95613 exp 2/wants 1,2,3,4,7,8,9/offers 1,4,7.
 Melody, 30, (408) 728-4417 ext. 606 exp 2b/wants 1,2,4,5,6,7,8,9/offers 1,3,4,7,8 (massage therapy).
 Michele, 26, (510) 661-9374, msscal@ix.netcom.com exp 2c/wants 1,2,3/offers 3,4,7.
 Miki Pryor, 51, (415) 863-9049 msg exp 2c,3/wants 5,7,8,9,10 (Indonesia & Thailand to New Zealand? Vava'ua & Fiji)/offers 1,3,4,5ab (French), 7,8 (could be a nanny for kids, good company & sense of humor, experienced traveler, adaptable, friendly, taking wilderness medicine seminars re: medical trauma when at sea).
 Misty Wilson, 23, (619) 439-1905, 807 Santa Paula St., Oceanside, CA 92054 exp 2b/wants 4,5,6,7,8,9,10 (open)/offers 3,4,5,7,8 (USN 1992-94 U.S.S. Dixon).



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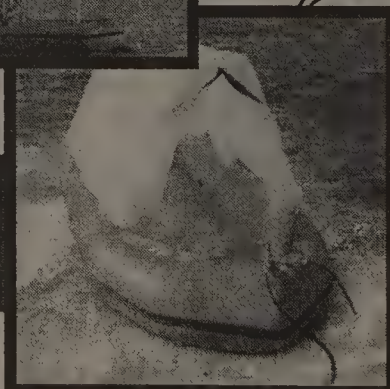
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Nancy Birnbaum, 38, (415) 924-8242 exp 3/wants 1,4,5,6,7,8/offers 1,3,4,7,8 (great storyteller & craftswoman!).
 Pat Riley, 54, (510) 934-5154 exp 3/wants 1.offers 3,4,7.
 Patti Lee Borns, 40, (617) 576-6273 (Boston), borns@aberdeen.com exp 3/wants 4,5,7,8,9/offers 3,4,6,7,8 (sailing writer for national publications, photography, video).
 Patricia, 40, (415) 928-8774 exp 2/wants 1,2,3,4,5,7,8,9/offers 4,7.
 Patricia, 58, (415) 927-3999 exp 1/wants 1,2,3,4,5,6,7,8,9,10 (Tahiti)/offers 1,3,4,7,8 (creative, fun, good cook, strong, parties).
 Renee, over 40, (510) 532-1935 exp 3/wants 1,3,4,8,9/offers 3,4,7.
 Renee, 44, P.O. Box 7054 Redwood City, CA 94603 or fancyre@earthlink.net...exp 2/wants 1,2,3,5,7,8,9,10 (Australia?)/offers 1,3,4,6,7,8 (12 years sailing experience).
 Rosalind, 40, (415) 750-6281 exp 1/wants 1,2,3,4,7,8,9/offers 3,4,5a,6,7,8 (nurse).
 Sam Fleming, 44, (408) 372-5430 Fax: (408) 649-8469; E-mail: SailSam@AOL.com exp 3/wants 4,5,7,9/offers 3,7,8 (sailing, navigating).
 Sandra Masili, 30, (415) 922-1230...exp 1/wants 1,2,3/offers 1,3,5ab (Portuguese),7.
 Sandy, 50 something, (415) 927-2928 exp 2c, wants 1,2,3,4/offers 4,7,8 (heart healthy gourmet cook, photographer).
 Sara Tuttle, 18, (408) 426-3848 or rigis@deeptht.armory.com exp 2b/wants 1,2,3,4,5,6,7,8,9/offers 3,4,5b,7.
 Sharon Studinger, 50, wk (616) 935-6212 or fax: (616) 935-7130 exp 3/wants 5,7,8,9/offers 1,3,4,6,7,8 (navigation).
 Sue A, 41, (415) 461-3949, exp 3/wants 1,2,3,4/offers 3,4,7,8 (RN).
 Susan, 42, (510) 526-6503 exp 2c,3/wants 1,2,3,4,5,6,7,8,9,10 (anywhere interesting)/offers 1,3,4,5a,7,8 (experienced traveller in Latin America & Asia, good with officials).
 Susan & Sydney, 42/26, (714) 725-6015 exp 2c/wants 3,4,5,9,10 (South America)/offers 3,4,7,8 (EMT).
 Susan Neubeck, 45, (407) 844-1716, 2525 Lake Dr., PH, Singer Island, FL 33404 exp 3/wants 4,5,7,9/offers 4,5a,6,7.
 Susan Z, (415) 924-4059 exp 1/wants 1,2,3/offers 4,7,8 (enthusiastic, good humor, quick learner).
 Susan Ormandy, 46, (510) 655-9834 exp 1,2/wants 1/offers 3,4,5a,6,7,8 (charming and hard working, in great shape).
 Suzanne Lea, 33, (510) 642-2549 exp 3/wants 4,7/offers 1,4,6,8.

WOMEN TO CREW — CONT'D

Vera Kononoff, 63, (604) 537-2176, 150 Douglas Road, Saltspring Island, BC, Canada V8K 2J2 exp 2/wants 6,10 (anywhere)/offers 4,5b (East European),7,8 (R.N.).
 Vickie Sullins, 41, (415) 456-9305 exp 3/wants 5,6,7,8,9/offers 1,4,7,8 (want to be adventurous).
 Windy, 25, P.O. Box 313, Woodacre, CA 94973 exp 2b/wants 4/offers 3,4,7.

COUPLES TO CREW ON A CRUISING BOAT

Aaron Ginn & Allison Couch, 26/24, (713) 338-2651, P.O. Box 57021, Webster, TX 77598 exp 1,3/want 4,5,6,7/offer 3,4,7.
 Chris Monti & Kristy White, 31/28, (206) 780-1546, P.O. Box 11522, Bainbridge Island, WA 98110 exp 3/want 5,6,7,8,9/offer 1,3,4,5,7,8 (scuba, navigation skills, good watch).
 Clyde & Sue Thornley, 55/50, (415) 574-2191 exp 4/want 3,5,6,7,8,9/offer 1,2,3,4,7,8 (sailing instructor).
 Colin & Christina, 32/29, (510) 247-8972 exp 2c/want 2,3,4,6/offer 1,2,3,4,5b (French),7.
 David Spencer & Cindy Roberts, 28/40, (415) 389-1378, Pager (415) 208-1809 exp 1/want 1,2,3,4,5,6/offer 1,3,4,7,8 (paramedic & nurse).
 Don Parker & Terri Johnson, 39/40, (408) 456-6264 exp 3/want 4,9/offer 1,2,3,7.
 Don & Vivian Russell, 64/60, (916) 489-6450 exp 2,3,4/want 6/offer 1,3,4,7,8 (coastal navigation).
 Doug & Shanna Moler, 37/44, (206) 271-8842, 13109 SE 162nd Pl., Renton, WA 98058 exp 3,4/want 3,4,5,6,7,8,9,10 (you name it)/offer 1,2,3,4,5ab (some French and German),7,8 (scuba, electronics, Ham, navigation).
 Emile & Elsa Lemoine, 31/28, (415) 753-2332 or (415) 923-5060 exp 3/want 1,2,3,5/offer 1,2,3,4,7,8 (navigation).
 Eric & Kim Bergel, 31/29, (707) 442-0542 and/or 1312 K Street, Eureka, CA 95501 exp 4/want 5,9/offer 3,4,7,8 (licensed captain, carpenter, navigation, rigging, local knowledge of Hawaii).
 Felix & Marta, 32/32, (415) 661-1353 exp 3/want 4,5,7,8,10 (until June 96)/offer 3/4,5b (English, Portuguese, a little Italian),8 (good humor, good education, organized, no smoking and ready to go).

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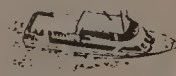


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COUPLES TO CREW — CONT'D

Jim Collister & Lesley Gaunt, 48/40, (619) 876-8242 exp 1/want 3,4,5,7/offer 3,4,7.
 John & Carol Hurd, 47/31, (541) 482-1455 exp 2b,3/want 1,4,6,7/offer 1,3,4,5ab (French), 7,8 (chiropractor, sewing, scuba).
 John & Lee Ann, 65/55, (916) 541-4799 or (408) 375-1442 exp 3/want 5/offer 1,4,5ab (French, German), 7,8 Trauma Surgeon, Dental Hygienist)
 Joni & Mike Stallings, 40/40, (415) 991-9006 exp 1/want 1,2/offer 1,3,4,7,8 (we kayak and row whale boats).
 Katherine & Alan, (510) 254-1660 exp 3/want 1,2,3,4,5,7,8,9/offer 1,2,3,4,5a,7,8 (provisioning).
 Lida & Doug, 40/40, (707) 252-4810 exp 3/want 10 (Black Sea/Crimea)/offer 1,2,3,4,5b (Russian), 6,7.
 Lottie Londeree & Andy Litowsky, 50/49, (510) 820-4764 exp 1,2/want 1,2,3,4,5,7,8,9/offer 1,2,3,4,5a,6,7,8 (health care workers).
 Louls & Susan Kern, 48/40, (415) 822-1712 exp 2a/want 1,4,9/offer 1,2,3,4,7,8 (custom woodworking, master craftsman).
 Michael & Elizabeth Kramer, 45/48, (916) 744-1131, P.O. Box 446, Clarksburg, CA 95612 exp 3/want 4,5,9/offer 1,2,3,4,7,8 (navigation, weather, radio).
 Peter & Angel Nevada, 48/28, (503) 331-1262, 5335 NE Mallory, Portland, OR 97211 exp 2a,3/want 4,6,10 (Philippines or Thailand)/offer 1,2,3,4,5b (Cebuano, Hungarian), 6,7,8 (excellent cooks!).
 Robert & Christine Currie, 29/30, (415) 642-8696, E-mail ccurrie@1x.netcom.com exp 4/want 1/offer 2,3,4,5b (gift of gab), 6,7,8 (We just sold our boat after sailing to Florida, would love to get on!).
 Robert & Denise Soleway, 60/44, (415) 332-2159 exp 2c,4/want 1,2,3/offer 1,3,4,7,8 (deep seamanship, slicing, fine cabinetry, detailing).
 Roger P. Cory & Doris Lea Tuck, 49/59, (408) 926-8636, alt@interlink.com exp 2,3/want 4,5,7,8,9/offer 1,2,4,7,8 (imaginative problem solving).
 Simon & Lori Elphick, 33/33, (415) 728-5109, Elphick@aol.com exp 3/want 5/offer 3,4,7.
 Stephanie & Rob Nelson, 33/33, (510) 527-9813 exp 3/want 3,4,5,6,10 (passages)/offer 1,2,4,7.
 Steve Roberts & Faun Skyles, 43/25, (408) 567-0201, wordy@qualcomm.com exp 2b/want 1,2,3,4,5,6,7,8,9/offer 1,2,3,4,6,7.
 Tim & Veronika, 37/40, (916) 348-3655 exp 2,3/want 1,2,3,4,5,7/offer 1,3,4,5ab,7.

COUPLES TO CREW — CONT'D

Tom & Gloria Arcona, 43/37, (707) 253-7231 exp 3,4/want 4,7/offer 2,4,5a,7,8 (just spent 8 months in Mexico cruising on our 48' trimaran, & scuba).
 Trent Sullivan & Allison Moen, 45/43, (360) 687-0987 exp 3/want 1,2,7/offer 3,4,6,7,8 (eager to learn!).
 Wayne De Jager & Dana Winn, 32/27, (415) 931-5604 or dejager@gondwana.com exp 2b/want 1,2/offer 3,4,5b (Afrikaans), 6,7,8 (computers and photography).

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

Andre Mello, 32, (510) 232-6895, Island Packet 35, South Pacific, 10/96... 1,2,3,10.
 Andy Anderson, 64, (112) 1-61-59, Islander Freeport 41, Z-Town to Bay of L.A./boat now in Marina Palmira, La Paz, April til ? 1,3,8, (snorkel, swim), 9.
 Arnie Gallegos, 57, (415) 239-1844, W (415) 894-0165, I28, Santa Barbara/S.F., 7/5 or 7/10? 1,3,9.
 Barry, 55, (510) 535-5381, P.O. Box 5029, Alameda, CA 94501, Catalina 42, Mexico/Caribbean, summer/fall '96 1,3,8.
 Bob Bathiany, 50, (408) 777-0873, Wauquiez 35, Hawaii/Mexico, summer/fall 1,3,9.
 Bob Dunakey, 55, (907) 247-9398, P.O. Box 9398, Ketchikan, AK 99901, 52' custom traditional wooden ketch, Inside Passage/Mexico, July/Nov. 1,3,7,9.
 Bob Hood, 54, (510) 820-3772, Westsail 43, Cabo/Hawaii/Seattle, 4/01/96 to 10/1/96 1,2.
 Bob Wrightom, 50+, (415) 949-5712, Nauticat, Bay Area, weekend cruising ... 3,9.
 Brandt Cheroft, 42, (707) 253-1399 T&Wed, Sat 11-5 or 2423 Renfreu St, Napa, CA 94558 Sat 11-5, Benford 30, Mexico & beyond, 10/15 1,2,3,8,9.



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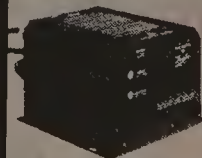


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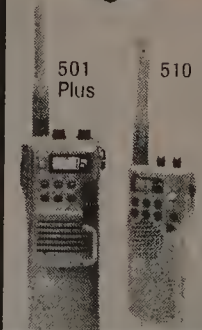
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- 5) Know more about offshore navigation than just pushing buttons on the GPS
- 6) Have mechanical skills for the engine, refrigeration, etc.
- 7) Have language skills: a) Spanish, b) Other: _____
- 8) Other skills (woodworking, scuba, etc.): _____
- 9) Be unattached and unopposed to the possibility of a friendship blossoming
- 10) Look good in a bikini/speedo/birthday suit
- 11) Understand and appreciate Nietzsche

Buck, 45, (510) 582-7498, 40' cutter, Mexico & beyond, Oct/Nov '96 ... 1,3,7a,9,10.
 Sherman, 40, (415) 222-8377, CT 41, Bay/Monterey, summer 1,9.
 Capt. Dirk Sherbina, 43, (916) 929-3822, 42' cruising trimaran, South, 1999 1,9,10.
 Capt. Ron Johnson, (360) 466-5700 or Box 424, La Conner, WA 98257, C&C Land-fall 48, Chile, Australia, Asia, 9/1/96 1,3,9.
 Chris Christiansen, 49, (714) 548-5406, Cal 2-46, Mexico/world cruising, 11/96 ... 1,3,4,6,7,8,10.
 Craig Newton, 50, (510) 769-0283, Westsail 32, wild blue yonder, 1999... 1,3,7,9,10.
 Darryl Lieux, (408) 773-9089, Hunter 31, Monterey Bay, open 1,2,3,9,10.
 Dave, 46, (619) 270-9128, Endeavor 33, Mexico/Tahiti, 11/96 1,3,7ab (French),9,10,11.
 David M. Helms, Ph.D, 60, (408) 655-1155, or cell phone 595-0908, Catalina 38

MEN LOOKING FOR CREW — CONT'D

cruiser, Mexico/Cabo/Mainland & beyond/Central America/Panama Canal, 10/96 ... 1,2,3,4,5,6,7a,9,10.
 David Lyon, 36, (415) 851-4474, Explorer 45 ketch, Mexico/Alaska, fall/winter/summer 1,2,3.
 David Woodard, 55, (510) 769-9350, Challenger 32' sail, Mexico, Fall '96 . 1,2,3,9.
 Don Roberts, 57, (503) 397-6009, P.O. Box 602, St. Helens, OR 97051, Cascade 36, Puget Sound/British Columbia, June 1,3.
 Donald F. Bill, 54, (808) 573-4105, #9 Piedmont Lane, Palmyra, VA 22963, beautiful 52' ketch, Hawaiian Islands, summer '96... 1,2,3,8 (a social conscience),9,10,11.
 Doug Knight, 42, (510) 836-2712, Van de Stadt 34, Pacific Northwest/Delta, 6/1 or 7/1 1,2,3,9.
 Frank, 48, (310) 301-0093, Baba 35, Mexico/So. Pacific, 2/97 1,2,3,8 (scuba),9,10,11.
 Frank Farinos, 65, (707) 642-0510, P.O. Box 1363, Vallejo, CA 94590, Tartan 34, Mexico, November 1,2,3,4,5,6.
 Gary Land, 56, (415) 917-1939, by mail please 14200 Sholes Ct., Los Altos Hills, CA 94022, Hunter 40.5, Mexico/Caribbean, 9/1/96 4,5,6,7,8,9,10.
 Gary Masner, 49, (415) 673-2149, Celere 47, Tahiti/New Zealand, 4/10/96 3,4,7b (French),8 (scuba),9,10.
 Gary Gable, Jim Franks, 48/57, (409) 763-1716, Roberts 53, Caribbean, April - May '96 1,3,8 (scuba),9,10.
 Gaymond Schultz, 54, (415) 941-3627, Swan 57, from Finland to Mediterranean, 7/1/96 1,2,3,4,5,8 (scuba),10.
 George Backhus, 41, (415) 289-1308, Deerfoot 62, Mexico/South Pacific, Oct. '96 1,2,3,5,8 (people, scuba, cooking),9,10.
 Gino Valente, 55, (510) 233-2087, Tayana 37, Mexico, 11/96 1,2,3,7a,9.
 Greg Stach, 50, (415) 332-4462, 39' cutter, Channel Islands/Monterey/Delta, September 1,2,4,8 (scuba, windsurfing).
 Jack Emo, 52, (415) 728-1013, P.O. Box 314, El Granada, CA 94018, Alberg 35, Mexico/beyond, October 1996 1,11.
 Jack Paden, 71, (209) 368-4368, Compuserve 74443,2101, Westsail 32, S.F. Bay/coastal, '96 season to fit crew availability 1,2,3.
 Jamie Rosman, 33, (415) 473-9663, days - (415) 988-4481, Sabre 34, Channel Islands, Aug./Sept. 1,3,8 (scuba),9.
 Jerry E. Douktor, 56, (510) 232-9515, Peterson 46 (by Formosa), Pacific Northwest, 5/1/96 3,9,10.



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1996 'BIG' CREW LIST —

MEN LOOKING FOR CREW — CONT'D

Jim Hancock, 37, (415) 742-9033, Freya 39, Mexico, Fall '96 1,2,3.
Joe Hawkins, 63, (415) 957-9099, Crealock 37, Pacific Northwest, end of May 1,2,3,4,5,7a,8,9,11.
John Batke, 52, (521) 521-3949, Excalibur 42, Mexico/beyond, Oct. '96 1,2,7,8 (no smoking, no drugs),9,10.
Jonas, 25, (415) 563-5393, pager (415) 998-3875, Pearson Vanguard 32, Central/South America, (from Mexico), 9/96 1,2,3.
Kirby Townsend, 54, 22536 Mariposa, Tehachapi, CA 93561 (will answer mail in June), Ericson 32, Mexican Riviera, October 96 1,2,3,8 (non smoker, female).
Lee la Rosa, 55, (619) 691-7867, Fax: (619)-588-2229, 41' motorsailor, Sea of Cortez, all year 1,3.
Marc Edge, 41, (604) 876-0987, c/o 3086 Columbia St., Vancouver, B.C. CANADA V5Y 3G6, Mason 37' ketch, New Zealand, April 1,9,10.
Michael Gartland, 60, Fax: (322) 1-07-22, Marina Vallarta, P.O. Box 350B, Puerto Vallarta, Jalisco, Mexico, Catalina 36, Sea of Cortez from Vallarta, 4/10 1,3,9.
Michael Newman, 46, (916) 633-0410, J-Dock Slip #69, Vallejo, CA, (Tue/Wed p.m.), Fuji 35' ketch, South, open 1,2,3,10.
Noel Gaudinat, 44, (415) 322-8952, Hans Christian 33, Zihuatanejo/Costa Rica, Nov '96 (from Baja) 3,9.
Pat Keenan, 50+, 107 Smokey Hills Dr., Vallejo, CA 94589, Catalina 30, San Diego, Summer/Fall 1,2,3,5,8 (cooking),10.
Patrick Coffield, 45, (805) 965-7265, 38' Ericson, 5 yr. circumnavigation, Feb. 97 1,3,8 (scuba) 9.
Paul R. Berger, 43, (916) 929-0246, WK (916) 654-8445, or (408) 371-2489, or (408) 226-7927, Islander 30, Mk II, Santa Barbara/Catalina Is., July (the Santa Barbara race) 1,2,3.
Richard Hoyes, 37, (407) 777-0744, P.O. Box 361332, Melbourne, Florida 32936-1332, Ericson 39, Jamaica/Caribbean, late April 1,3,9,10.
Rick, 57, (619) 223-1530, Westsail 32, Channel Islands/Mexico/Hawaii, open? 1,2,3,9.
Rick Drain, 38, (415) 367-9926, 1965 40' cutter (oneoff), Mexico/Costa Rica/Hawaii/Seattle/San Francisco, Oct. '96 - Sept. '97 1,2,11.
Rick Muethling, 49, (510) 248-0787, C&C Landfall 43, P.V./Z-Town/Mexico, Oct. 15 for Baja Ha Ha 1,2,7a.
Robert Jordan, 60, 1220-190 Rosecrans St., San Diego, CA 92106, Hmbt 50' schooner, Tahiti/N.Z., May or June 1,9,10.

MEN LOOKING FOR CREW — CONT'D

Rip Knot, 52, (206) 789-3475 or write to me at: Ultramarine, 5355 28th Ave. NW, Seattle, WA 98107, Reimers 42, south, fall '96 1,2,3,7a,8 (scuba, cooking),9,10,11.
Rod Mell, 54, Fax: 011-52-112-16142, S/V Nereid APDO 366, La Paz, BCS, Mexico, Valiant 40, Mexico/south, now 1,2,3,9.
Roger Stearn, 64, 2131 Shelter Island Dr., San Diego, CA 92106, 40' ketch, Mexico/Caribbean, Nov. '96 1,2,3,9,10.
Rolf O. Skorge, 50's, (509) 545-5168, s/v *Viking Spirit*, P.O. Box 7065, Kennewick, WA 99336, 1976 CT41 PH ketch, Hawaii/beyond, mid May 1996 3,7a,9,10.
Russ Robertson, 53, (415) 519-8662, 1956 44' wooden Nor cutter, Rockport, TX/late Sept. '96 1,3,8.
Scott Hancock, 37, 67 St. Germain St. #11, Boston, MA 02115, Bristol 45.5, Bahamas to Annapolis, 6/1/96 1,4,6.
Shawn Tuttle, 38, 2528 N. Myers, Burbank, CA 91504, 37' cutter, So. Pacific, 1997 3,9.
Skip, 50, E-mail: sleddog@ix.netcom.com, 27' custom, So. Pacific/New Zealand, Aug '96 1.
Stan, 62, (310) 833-8148, Custom 46, B.C./Alaska, May 1,2,3,9.
Steve Bright, 29, P.O. Box 1554 Ojai, CA 93024-1554, 27' Catalina, Baja, fall 1,3,7,9,10,11.
Terry Sargent, 60, (671) 564-2274, E-mail: Valhalla@Kuentos.Guam.net, Fuji 32 ketch, Palau/Philippines, July '96 3,8 (scuba),9.
Tim Murison, 51, (415) 331-2301, 44' sloop, Mexico/beyond, 6/97 1,2,3,8,9,10.
Tim "Scallywag" Tunks, 50, P.O. Box 12047, Marina del Rey, CA 92092, Fax: (310) 827-8201, Islander 37' sloop, Mexico/Baja, now 4,5,7b (English),8 (intellect),9,10,11.
Tom McCall, 65, (408) 353-1665, Dawson 26, Santa Barbara/travel to Baja, May or Sept. 1,3.
Vin Sumerlin, 50, (916) 487-2785, 44' steel ketch, Mexico, Nov 1,9,10.

WOMEN LOOKING FOR CRUISING CREW

Marilyn Bruner, 61, (415) 493-8142, bruner@sxt2.space.lockheed.com, Catalina 30/
Morgan 46, Bay Area weekend cruising, spring/summer 1996 1.
Ricki-Allen, 44, (415) 332-8181, rickib@autodesk.com, Westsail 32, S.F. Bay/Pac. Coast, anytime 6,8.



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Betty & Gus, 60+, (714) 472-2096, Morgan 41, Caribbean, Sept. '96 1,2,3,5.
John & Lisa Mottl, 37/37, (360) 376-5336, Black & McAndrews 39, Seattle to Mexico, 9/15 to 9/1/96 1,2.
Bruce & Sharon Bittaker, 51/40, (714) 892-1953, 43' Spindrift P.H., Mexico, Jan 1997 1,3,7a.
Robert & Barbara Cesana, 56/53, (415) 872-7002, Hallberg Russey 41' ketch, Mexico/Tahiti, Feb. 1997 1,4,5.
Roger & Carol Price, 50+, (707) 575-9240, 2640 Knob Hill Dr., Santa Rosa, CA 95404, Beneteau 38 SF, Coastal to Baja, Late '96 to '00 1,5,8.
Tom & Valerie Thurston, 50's, (619) 758-7600 (eves), (boat is berthed in San Diego), Transpac 49 ketch, Port Townsend via Hawaii, 1997 1,2,3,8 (cooking), 11 (capitalism).
Willie Evans & Elese Buhn, 60/45, SASE Box 634, Petaluma, CA 94953, 46' ketch, Monterey Bay/Santa Barbara/Channel Is., July & Aug. 1.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

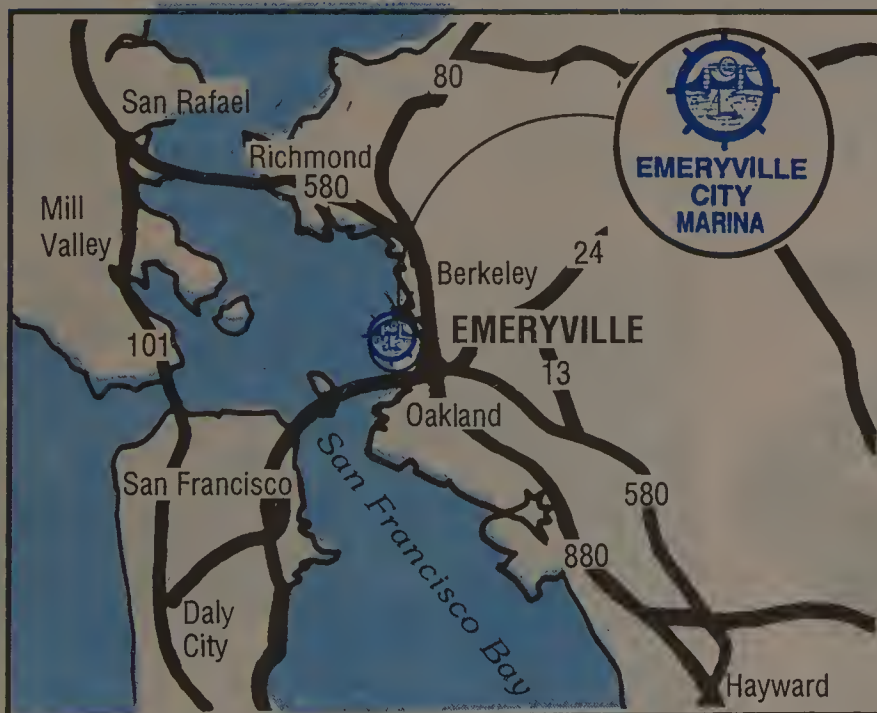
Andy Kopal, 34, (415) 944-5025 or (800) 200-6649, andy_kopac@intuit.com, 1,3.
Arnie Gallegos, 57, (415) 239-1844, 1. **Bob Bathiany**, 50, (408) 777-0873, 1. **Bob Clevenger**, 51, (510) 943-7052, 1,3. **Bob Ritchie**, 40s, (415) 331-9316, 1. **Bob Stephens**, 39, (408) 263-9030, boat # (510) 748-0612, 1. **Bob Wrighton**, 50, (415) 949-5712, 1. **Brad Rigby**, 42, (707) 823-5154, 1,3. **Brandon Chase**, 39, (707) 935-7674, 1. **Brian Tetreault**, 30, (907) 486-2209, E-mail BJT2000@901.com, 3. **Bruce Wicklund**, 48, (415) 661-7226, 1,4. **Bud Wehle & Peter Moore**, 60/25,

MEN W/BOATS FOR DAYSAILING — CONT'D

(510) 658-3035, 1,3. **Carl Wohltmann**, 51, (510) 814-0568, 1,3. **C. Sherman**, 40, (415) 279-9187 or (415) 222-8377, 1. **Craig Newton**, 50, (510) 769-0283, 1. **Dan Garr**, 50, (408) 426-4575, 1,3. **Darryl Lieux**, (408) 773-9089, 1,3. **David Lyon**, 36, (415) 851-4474, 1,2,4. **Doug Knight**, 42, (510) 836-2712, 1,4. **Doug Webb**, 66, (408) 454-0117, Santa Cruz, 3. **Eric Schultz**, 37, (510) 648-9216, 1. **Frank Burkhart**, 47, (415) 593-9982, 3. **Frank Farinos**, 65, (707) 642-0510, P.O. Box 1363, Vallejo, CA 94590, 1. **Gary Fountain**, 54, Day (916) 988-5509 or Eve. (916) 988-8367, 1,2,3. **Gary Gruver**, 40s, (510) 237-9897, 1,2,3. **Gary Shuler**, 49, (415) 843-3828 x 234, 1,4. **Gene Whiting**, 56, (510) 832-7141, 1. **Gino Valente**, 55, (510) 233-2087, 3. **Geoff Evans**, 25, (415) 567-7675, 1,3. **Greg Klein**, 50, (415) 383-4603, 1. **Harlan Van Wye**, 52, (510) 253-1096, 3. **Jack McCaskill**, 57, (510) 481-6116, 3. **Jamie Rosman**, 33, (415) 473-9663, days (415) 988-4481, 1. **Jan Michael Meyer**, 53, (916) 452-3211, P.O. Box 1588 Rancho Cordova, CA 95741, 3,4. **Jeff Howell**, 39, (510) 522-7412, Alameda, 1. **Jesse Goodman**, 45, (415) 333-7287, 1,3,4. **Jim Hancock**, 37, (415) 742-9033, 3. **John Anderton**, 55, (510) 521-6353, 1,3. **John Holt**, 54, (510) 236-0248, 1,4. **John Sitko**, 50, (510) 236-1765, 1,2,3,4. **Kenny Atkins**, 43, (408) 423-6073, 1. **Kevin P. Laird**, 28, (415) 749-1788, 1. **Lynn**, 46, (415) 583-1981, 1,3. **Martin Dunn**, 55, (916) 369-7708, 1,3. **Mikel S.**, 35, (808) 261-6266, 1,2. **Nick**, 29, (510) 430-3851, Berkeley, 1. **Oliver Sureau**, 24, (415) 364-9084, E-mail: olsureau@gargantua.stanford.edu, 1. **Paul Tonkin**, 25, (415) 742-0351, 1,3. **Peter Beaver**, 45, (510) 295-1650, 1,4. **Peter A. Howley**, 55, (415) 394-5800, 3. **Ragnar Kuehnert**, 60, (707) 747-1043, P.O. Box 1871, Benicia, CA 94510, 3,4. **Rick Kowall**, (510) 655-9469, 1,3. **Russ Robertson**, 53, (415) 519-8662, 3. **Steve Christensen**, 39, (415) 664-6281, Pager: 560-7610, 1. **Steven Douglas**, 40, (510) 686-4173, 1,4. **Tom Gardner**, 42, (916) 668-1341, 1. **Tom McCall**, 65, (408) 353-1665, Monterey Bay, 3. **Tom Oberski**, 41, (415) 989-6956, (415) 544-1403, 3. **Tom Whieldon**, 52, (408) 476-5691, Harbor Santa Cruz, 1. **Will**, 50, (415) 329-4860, E-mail: Wprescott@usgs.gov, 1.

WOMEN WITH BOATS FOR DAYSAILING

Jan Gwynn, 59, (209) 379-2740, 1. **Karla Jacobs**, 44, (415) 883-1907, E-mail: Karlita@aol.com, 1,3. **Kate**, 42, (415) 457-3678, 3. **Lori Dobeus**, 28, W (415) 749-6067, 3. **Marilyn Bruzer**, 61, (415) 493-8142, E-mail: bruner@sxt2.space.lockheed.com, 3. **Nancy Barrett**, 42, (415) 331-7844, 1. **Ricki-Ellen**, 44, (415) 332-8181, E-mail rickib@autodesk.com, 1.



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CREW LOOKING FOR DAYSAILORS

MEN FOR CASUAL DAYSAILING

Bill Glaeser, 35, (707) 746-8403 or (408) 778-7892, 1. Bill Rehm, 39, (415) 424-1670, Fax: c/o Pat Morrin (510) 226-2220, 1. Bob Mongrain 46, (510) 426-9756, 1. Brad Meyer, 40, (916) 774-6462 or (916) 485-4091, 1. Brian Gassman, 26, (510) 654-9120, 1. Bruce Bullard, 49, (916) 373-0783, 1. Bruce Kendall, 45, (415) 435-6982, 1. Carl Wohltmann, 51, (510) 814-0568, 1. Dale Cramb, 60, (408) 253-5591, 1. David Gates, 34, (707) 942-8478, Pager: (707) 952-5020, P.O. Box 1148, Calistoga, CA 94515, 1. David A. Hand, 50, (510) 820-5637, 5. David Lyon, 36, (415) 851-4474, 1,2,4. Doug Greene, 42, (408) 685-3451, 1. Doug Wright, over 35, (415) 499-0651, 1. Eric Schlittner, 32, (415) 221-5746, 1. Eric Schultz, 37, (510) 648-9216, 1. Frank Nitte, 37, (619) 279-4860, 1. Fred Roessler, 45, (415) 324-1708, 1,5. Gary Fariss, 54, (408) 257-0948, 1. Gary Gruver, 40, (510) 237-9897, 1. George Acves, 61, (415) 459-6488, 1. George Dorian, 35, (415) 461-0165, 1. Jack Hardcastle, 43, (360) 484-7753, 1,2,3,4,5. Jack McCaskill, 57, (510) 487-6116, 1. Jason Geller, 29, (415) 491-0824, 1. Jeff January, 50, (707) 528-7808, 210 Dorchester Ct., Santa

MEN FOR CASUAL DAYSAILING — CONT'D

Rosa, CA 95403, 1,2. Jerry Carlton, 48, (415) 708-6879, 1. Jesse Goodman, 45, (415) 333-7287, msg (707) 857-3749, 1. Jim Cox, 48, (408) 867-0585, 1. John Holt, 54, (510) 236-0248, 1. John Ludeman, 36, (707) 645-1701, 1. John Page, 42, (415) 328-1093, Page# J@mediasoft.net, 1. John Pagendarm, 33, (415) 965-1224, 1,4,5. Jon Williams, 35, (408) 438-6953, 1. Joseph, 57, (707) 823-4179, 1,2. Kenneth Schulze, 38, (408) 338-6866, E-mail: kenschulze@aol.com, 2,4. Larry Zarembilshi, 39, (510) 482-5983, 1,2. Lloyd Ritchey, 51, (408) 280-5021, 1. Martin Dunn, 55, (916) 369-7700, 1. Martin Schaaf, (510) 814-9979, 1.

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- 1) Single to take singles out
- 2) Couple to take couples out
- 3) Singles, couples or small groups okay, but leave any kids home
- 4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

- 1) Single
- 2) Couple
- 3) A group of _____ (state number) friends interested in sailing
- 4) Would like to bring kids
- 5) Going sailing to escape the kids

Michael Bruggeman, 40, (916) 482-7775, 1. Michael Daley, 45, H (707) 874-2722, W (707) 584-2507, 1,4. Michael K. Davis, 43, Cell (209) 284-7761 or (209) 268-8742, 1,2. Michael P. Elliott, 45, (510) 758-1019, 1,4. Michael Gardner, 29, (510) 832-0922, 1,3. Neil Lowin, 33, (415) 550-8523, 1. Paul Meaney, 55, (415) 664-9597, 1. Paul Tonkin, 25, (415) 742-0351, 1. Ragnar Kuehnert, 60, (707) 747-1043, P.O. Box 1871, Benicia, CA 94510, 1. Rich Morrow, 25, (415) 243-9325, 1. Rich Jarvis, 19, (408) 471-6602 or (415) 368-1325, 1. Richard Smart, 52, (408) 288-9656, 1. Rick Kowall, (510) 655-9469, 1. Rob Barnes, 26, (415) 388-0774 or (415) 296-5610, E-mail: barnesrc@ix.netcom.com, 1. Robert Bernert, 31, 369-9437, 1,5. Roland Swirsky, 50, (916) 988-6781, 1. Russ Bleizetter, 49, (415) 435-5548, 1,2. Scott Johnson, 49, (415) 961-1374, 1.

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WOMEN FOR CASUAL DAYSAILING

Alison, 29, Folsom3@ns.net, 1. Amanda Lawatsch, 24, (415) 765-8783, 1, 3 (2). Angela, 33, (310) 456-1351, P.O. Box 1054, Malibu, CA 90265, 1. Anita Baker, 38, (415) 552-3769 W (415) 441-3777, 1. Anja Schwertfeger, 28, (415) 821-6601, 3329, 21st St., S.F., CA 94110, 1. Anne Jahn, 43, (415) 387-8769, muenchenothecity.sfsu.edu, 1. Annette Howard, 56, (702) 832-0804, P.O. Box 5941, Incline Village, NV 89450, 1. Arlene Ruggieri, 38, (415) 824-2288, 1. Arlene Ryan, 61, (916) 244-4737, 1. Barbara E. Pierce, 28, (415) 731-9196, 1,5. Bernadette Lasten, 40, (510) 490-6803, 1. Beth Ann, 30s, (916) 863-3065, 1. Bobbi Coggins, 43, (916) 655-3591, Fax: (916) 655-3595, 1. Caitlin Schwarzman, 24, (415) 641-5242 or (415) 282-3632, 1. Carol, 24, (415) 953-9153, 1,3 (3 or 4). Carol, 43, (415) 323-3795, carol@omix.com, 1. Carol O., 31, (510) 932-4695, 1. Christine, 45, (916) 487-9729, 1. De, 38, de@ucolick.org, 1. Diane, 40, (415) 495-5612 (eves), 1,3 (2). Diane R., 48, (408) 462-4102, 1. Donna, 31, P.O. Box 376, Fairfax, CA 94978, 1. Donna, 44, (415) 864-5432, 1. Edith Gilbertson, 49, (415) 329-9890, gilbert@cmgm.stanford.edu, 1. Fran, 40, (415) 492-2864, 1. Jan Gwynn, 59, (209) 379-2740, 1. Jan, 42, (209) 763-5457, 1. Jennifer, 27, (415) 921-6989, 1. Jennifer Donovan, 29, (510) 528-6587, 1. Joan Lutsky, 50's, (707) 765-5911, 1,3 (2). Joanne Norton, 47, (408) 725-0435 or (408) 379-1696 or (408) 379-1696, 1. Judy Anderson, 35, P.O. Box 1014, Ross, CA 94957, E-mail: jander9055@aol.com, 1. Karen Sliter, 28, (408) 730-4915 or (415) 859-0300 X2598, 1,3 (4). KT Blankswade, 44, (916) 534-9557, 1. LJ, 28, PO Box 344 Davenport, CA 95017, 1,3(2). Linda Norris, 39, (415) 941-9624, 1. Lisa Cramer, 25, (707) 942-4620 or wk (707) 963-1792, 1. Lissa, 27, (415) 257-8337, 1,3(2). Lydia, 35, P.O. Box 1643, Palo Alto, CA 94302, 1. Lynne Orloff-Jones, (510) 769-8466, 1. Mabelle, 51, (408) 375-2408, E-Mail: CompuServe 102657.212, 1. Marie McKernan, 35, (714) 492-3934, 1,2. Marilyn, 48, (510) 828-7690, 1. Marilyn Munyh, 47, (415) 331-4411, 1. Marlaina, 42, (707) 938-9359, Fax: (707) 996-8260, 1, 3 (1or2),

WOMEN FOR DAYSAILING — CONT'D

4,5. Mary, 41, (408) 654-3405, 1. Mary Martin, 45, P.O. Box 241, Coloma, CA 95613, 1. Melody, 30, (408) 728-4417 X606, 1,2. Michelle, 26, (510) 661-9374, msscal@ix.netcom.com, 1. Nancy, 40, (415) 327-1689, 1. Nancy, 48, 455-0742, 1. Nancy Birnbaum, 38, (415) 924-8242, 1. Paula Rotman, 55, (415) 461-7144, 1. Patricia, 40, (415) 928-8774, 1. Patricia McCaron, 58, (415) 927-3999, 1,3 (1). Renee, over 40, (510) 532-1935, 1. Renee, 44, P.O. Box 7054, Redwood City, CA 94063 or fancyfre@earthlink.net, 1. Rosemary, 48, (510) 769-1845, 1. Roxanne, 52, (707) 579-8723, 1. Sandra Masili, 30, (415) 922-1230, 1. Sandy, 50+, (415) 927-2928, 1. Sandy Gutierrez, 29, (415) 872-0840, 1,5. Shirley, 30, (415) 473-1849, 1. Stella Apostolos, 60, (415) 479-6355, 1. Stephanie, 25, (415) 962-1563, 1. Sue A., 41, (415) 461-3949, 1. Sue J., 50, sestey@aol.com, 1. Susan Z., (415) 924-4059, 1. U. Roll, 32, (415) 664-6541, E-mail: ursroll@itsa.ucsf.edu, 1.

COUPLES FOR CASUAL DAYSAILING

Andre & Marita, 45/40, (408) 957-4401, 1,2. Bill & Marilyn Lemos, 46/44, (707) 964-9347, 2. Burl Hall & Donna Campbell, 38/36, (707) 552-2217, 2. Chip & Jeanne Allen, 52/41, (510) 268-9903, 2. Chuck & Gail Batie, 50s, (916) 637-5865, 2. David Spencer & Cindy Roberts, 28/40, (415) 389-1378 or Pager: (415) 208-1809, 2,4,5. Don Cliff & Donna, 56/53, (209) 369-1254, E-mail: doncliff@aol.com, 1,2. Ed & Betty Shea, 32/34, (415) 479-0660, 2. Emile & Elsa Lemoine, 31/28, (415) 753-2332, 2. Jan & Dave Baza, (408) 446-3154, 2,5. Jeff MacDougal & Angela Palermo, 40/36, (415) 789-9354, 2. John & Carol Hurd, 47/31, (541) 482-1455, 2. Jon Arck & Gloria Kellogg, 47/43, (510) 680-6414, 1,2. Julie Cross & Tom Johnson, 48, (916) 885-2422, 2,4,5. L. Londeree & A. Litowsky, 50/49, (510) 820-4764, 2. Louis & Susan Kern, 48/40, (415) 822-1712, 2. Macey & Bill, (415) 522-8734, 2. Mark & Cher Crawford, 33/38, (209) 825-5769, 2,5. Martin & Helen, (510) 814-9979, 2. Mike & Joni Stallings, 40, (415) 991-8006, 2,4,5. Rick Whiting & Tree Allen, 50/40, (415) 457-5677, 2,4,5. Robert & Denise Soleway, 60/44, (415) 332-2159, 2. Robert & Rachel, 35/27, (415) 564-7946, 2. Stacy & Steve, 28/28, (415) 389-1916, 2. Sydney Lynn & Susan, 42/26, (714) 725-6015, 1,3 (2). Tim & Veronika, 37/40, (916) 348-3655, 2,5. Tony & Janyce Palombit, 39/47, (415) 331-2633, 2. Vernon & Angelica Foeller, 48/24, (510) 814-8738 wk (510) 444-2020, 2. Wayne de Jager & Dana Ninn, 32/27, (415) 931-5604, 2.

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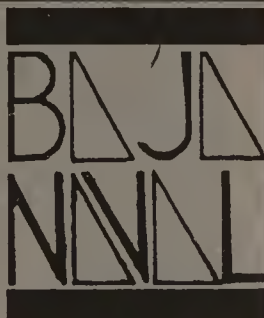
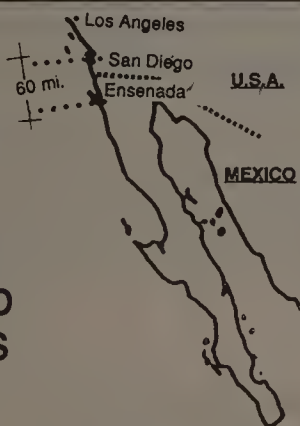
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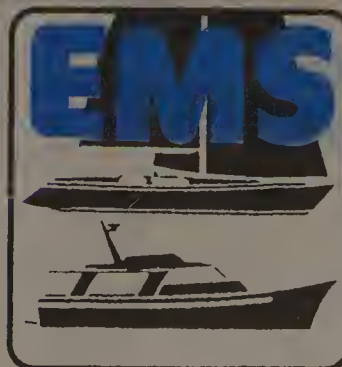
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PEOPLE WANTING TO BOAT SWAP

Garry G. Draft, DC, 49, (805) 984-0050, has Ron Holland 43, wants Hawaii, South Pacific or Mexico, 1 week, open. Gino Valente, 55, (510) 233-2087, has Tayana 37 Pilot, wants Caribbean or San Juan, 2-4 weeks, open. Richard, John & Kathy Derby, 50's, (415) 221-5842, Pager (415) 582-9685, has Buccaneer 24' sloop, wants Seattle or San Diego, 1 week in Sept. or Oct. '96. Rick Kowall, (510) 655-9469, has 30' Newport sloop, wants Southern CA or Mexico, for 1 week, open. Roger P. Cory & Doris Lea Tuch, 49/59, (408) 926-8636, dlt@interlink.com, has Bounty II 41' Circa 1958, wants warm area, for 1-4 weeks, anytime in '96. Thiele & Brenumzio, 37, (541) 929-2701, has 310 Beneteau in Seattle, wants San Francisco, for 1 week, anytime '96. Thiele & Brenumzio, 37, (541) 929-2701, has boat in Seattle, wants Southern CA, 1 week, anytime '96. Thiele & Brenumzio, 37, (541) 929-2701, has boat in Seattle, wants Mexico, 2 weeks, anytime '96.

PEOPLE WANTING TO CO-CHARTER

Amanda Lawatsch, 24, (415) 474-4983, 2-12 wks, spring/summer '96 exp 1/prefers 4,6,7,8/wants 1,2,4.
Arlene Ryan, 61, (916) 244-4737, 2 or 3 wks, fall/winter '96 exp 1a,2/prefers 1,4,6,7/wants 3,4,6,7.
Barbara, 40, (415) 369-5452, Fax: (415) 368-1341, 2 wks, winter '96 exp 2b/prefers 1,4,6/wants 9 (New Zealand).
Bill Walker & Macey Dunbar, 25,27, (415) 522-8734, weekends, spring/summer '96 exp 2a/prefers 1,3,6,7/wants 1,2,3.
Bruce Kendall, 45, (415) 435-6982, summer & fall '96 exp 2b/prefers 1,3,4,6,7/wants 1,2,3.
Bruce Person, 38, (408) 432-7401 E-mail: Bruce@pdc-software.com, 1-2 wks, fall / 96 exp 2bc/prefers 1,4,7,8/wants 5,7,9 (Tonga with side trip to N.Z.).
Burt Masters, 66, (408) 225-3784, 2 wks, spring/summer '96 exp 1a/prefers 1,6,7/wants 6,7.
Carol, 43, (415) 323-3795, carol@omix.com...exp 2/prefers 2,3,4,6,7,8/wants 1,6,8.
Chuck & Gail Batle, 50s, (916) 637-5865, 2 wks, summer/fall '96/'97 exp 2b/prefers 1,3,6,7/wants 5,7,8.
Dale Cramb, 60, (408) 253-5591 exp 2b/prefers 1,3,4,6,7/wants 1,5.
Darryl Lieux, (408) 773-9089, 1-2 wks, open exp 3c/prefers 1,2,4,6,7,8/wants 4,7,8,9 (So. Pacific).
David Hand, 50, (510) 820-5637, 1 wk, summer '96 exp 2b/prefers 1,3,4,6/wants 1,2.
David Lyon, 36, (415) 851-4474, 2 wks, summer/fall '96 exp 2b/prefers 1,3,4,5 (6 yrs),6,7,8/wants 4,5,6,7,8,9 (So. Pacific).
David Rice, 35, (714) 587-3436, shy.david@edenBBS.com, 2 wks, summer/fall '96 exp 3c/prefers 1,6/wants 5,7,9 (Tonga).
Donna, 44, (415) 864-5432, 1 wk, winter '96 exp 2b/prefers 1,4,7/wants 4,7.
DuWayne Olds, 53, (707) 822-2781, 2-3 wks, summer '96 exp 2b/prefers 1,3,4,6/wants 3,4,5.
Garry G. Kraft, D.C., 49, (805) 984- 0050, 1 or 2 wks, fall/winter '96 exp 3c/prefers 1,3,4,7,8/wants 4,5,6,7.
Jeana Levinthal, M.D., 73, office (707) 763-2275, 2 wks, spring/fall/winter '96 exp 3bc/prefers 1,3,4,7/wants 9 (Indonesia, Majorca, Seychelles, Thailand).
Jeannie, 50, (503) 981-6289, 1-4 wks, fall/winter '96 exp 2a/prefers 1,2,4,7,8/wants 4,7,9 (Tonga, Fiji, Australia, N.Z.).
Jerry Carlton, 48, (415) 708-6879, 6 wks, fall/winter '96 exp b/prefers 1,8/wants 4,5,7,8.
Jim Cox, 48, (408) 867-0585, 1 week, fall '96 exp 3b/prefers 1,3,4,7/wants 2,6.
Joanna Apostolos & Ernie Rizzpit, 33/42, (415) 479-6355 exp 3ab/prefers 1,2/wants 1,5,7,8,9 (Thailand).
John & Su Graham, 48/48, (303) 642-7802, 4-6 wks, May or Nov. '96 exp 2c/prefers 1,3,4,5 (17 & 14),7/wants 7.

PEOPLE WANTING TO CO-CHARTER

John Greer, 55, (916) 454-2913 Fax: (916) 486-6537 all wks '96 exp 2b/prefers 1,4,7,8/wants 4,5,6,7,8,9 (Oz, N.Z., So. Pacific).
John Page, 42, (415) 328-1093, page_J@mediasoft.net exp 2b/prefers 1,4,7,8/wants 3,4,5,7,8,9 (anywhere warm).
John Stashik, 49, (510) 235-2195, 2 wks, fall/year round exp 3c/prefers 1,3,4,6,7/wants 1,2,3,6,9 (Maine).

I/WE WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR _____ WEEKS IN
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SAILING EXPERIENCE:

- | | |
|--|---|
| 1) Little or none | a) I'd like co-charterer to skipper and give me direction |
| 2) Moderate. I sail regularly and have chartered before. | b) Prefer co-charterer of at least equal proficiency |
| 3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

- 1) Bareboats (we sail)
- 2) Crewed (professional skipper and/or crew)
- 3) With other couples
- 4) With other singles
- 5) A smaller (30 to 40 feet) boat with one or two other people
- 6) A medium (40 to 50 feet) boat with four to six other people
- 7) A large (60 feet or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------|----------------------|
| 1) San Francisco Bay | 6) Pacific Northwest |
| 2) Monterey/Santa Cruz | 7) Caribbean |
| 3) Southern California | 8) Mediterranean |
| 4) Mexico | 9) Other _____ |
| 5) Hawaii | |

Judy & Win Benbow, 49/50, (916) 885-1140, 1-2 wks, summer '96 exp 2bc/prefers 1,3,6,7/wants 7.
Karen M. Gelb, 42, (916) 589-2069, open in '96 exp 1a/prefers 6/wants 1,5,9 (Marianas).
Lee La Rosa, 55, (619) 691-7867 OR FAX (619) 588-2229, 1-2 wks, anytime '96 .. exp 2c/prefers 1,3,4,7/wants 4,7,9 (Belize).
Lottie Londeree & A. Litowsky, 50/49, (510) 820-4764 exp 1a/prefers 1,3,4,7 (catamaran)/wants 1,2,3,4,5,7,8,9 (anywhere warm).
Marc Vandenplas, 35, (415) 239-8603, 2 wks, spring/summer/fall/winter '96 exp 3c/prefers 1,3,4,5,7,8/wants 4,6,7.
Mary & Ling Menno, 39/35/4, (415) 979-0357 exp 2b/prefers 1,3,5 (4yr old son),6,7/wants 1,4,5,6,7,8.
Michael Daley, 45, H (707) 874-2722, W (707) 584-2507, 1 week exp 2c/prefers 1,6,7/wants 1,4,6.
Miles Clayton, 51, (706) 650-2368, 1-2 wks, spring/summer/fall '96 exp 3c/prefers 1,3,4,6,7,8/wants 1,2,3,4,5,6,7.
Nancy, 40, (415) 327-1689, 1 week exp 2b/prefers 1,3,4,6,7/wants 1,7.
Neil Lowin, 33, (415) 550-8523 exp 2c/prefers 1,4,6/wants 1.
Paul Seyler, 51, (310) 426-3551, P.O. Box 1391, Long Beach, CA 90801, 52 wks, all of '96 exp 2,3abc/prefers 1,3,4,6,7,8/wants 3,4,5,6,7,8,9 (you name it!).
Rich Anderson, 45, (510) 337-1460 exp 2b/prefers 1,3,4,6,7/wants 1,2,4,6,7.
Russ Bleizetter, 49, (415) 435-5548, 2wks, fall/winter '96 exp 2b/prefers 1,3,4,7/wants 4,6,7.
Steve McCarthy, 46, (510) 582-4718, (510) 536-6163, 2-4 wks, anytime '96 exp 3c/prefers 1,3,4,6,7,8/wants 3,4,7,8,9 (you name it!).
Tom McCall, 65, (408) 353-1665, 1-3 wks, pff-season '96 exp 2c/prefers 1,3,4,6/wants 7,9 (Tonga).
Tom Whieldon, 52, (408) 476-5691, 2-3 wks, spring or summer '96 exp 2a/prefers 1,4,7/wants 7,9 (Australia).
Tom Oberski, 41, (415) 989-6956, W (415) 544-1403, 1 week, anytime '96 exp 3c/prefers 1,2,3,4,7,8/wants 1,2,3,4,5,6,7,8.

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ALMAR MARINAS ... the West's Finest

With reports this month on **the remarkable history of French Polynesia**, highlights of **a second cruise through Tahiti's Leeward Islands**, the latest notes from a **Caribbean charter crew** and miscellaneous **Charter Notes**.

Exploring Polynesia's Past: The More You Know, the More You'll Grow

Even those among us who've never been to French Polynesia can close our eyes and conjure up serene images of lush volcanic mountains, languid lagoons and handsome, bronze-skinned islanders draped in pareos and bedecked with fragrant tropical flowers. Such heavenly images have been instilled in the western mind by classic films like *South Pacific* and *Mutiny on the Bounty*, the evocative paintings of Gauguin and countless romantic novels.

Armed with these images alone — and no real knowledge of Polynesian history and culture — you could undoubtedly have a magnificent sailing vacation in these fabled isles. But as any savvy traveler will tell you, the more you know about a place in advance, the richer your travel experience is bound to be.

No time for homework, you say? *Pas de probleme*. We've done a bit for you. The vast area which today is called French Polynesia (Polynesie Francaise) indeed has a fascinating history — not all flower leis and moonlit love-making, mind you, but definitely fascinating.

Modern archeologists theorize that the ancestors of the ancient Polynesians set out from Asia some 3,500 years ago, bent on colonizing new lands. Having successfully

settled the islands now called western Polynesia (Tonga, Samoa, etc.), they apparently arrived in the Marquesas around 300 A.D. Some two hundred years later they reached Hawaii and Easter Island. Then, around 800 A.D. — while Europe was just emerging from the Dark Ages — they set down roots on the Tahitian Islands (Society Islands). Finally, around 1000, they arrived at New Zealand, completing their 8,000 mile triangle of colonization — about the time Leif Ericson made his landfall on North American shores.

Needless to say, these were keen navigators. When you consider that even the most forward-thinking European seamen were afraid to venture far from the sight of land during the First Century, it is truly remarkable to think of the ancient Polynesians sailing and paddling over such great distances — often upwind, no less. (As we look back at history, one of the greatest ironies is that the Chinese are reported to have developed the first compass around 300 A.D. — about the time the Polynesians had navigated by the stars to the Marquesas. Europeans, however, would not use compasses for navigation — thus beginning their own age of exploration — until the 13th Century!)

For nearly 1,000 years, the ancient Polynesians practiced their traditional, self-sustaining lifestyle in these islands, living in complete harmony with the land, the sea and the forces of nature around them. Having brought with them all the plants and animals they needed to duplicate the lifestyle of their ancestral homelands, they apparently had great success in maintaining each new 'colony'. Archeology reveals that they lived by fishing and agriculture, moving about through their watery domain in canoes built of planks stitched together with sennit and caulked with the gum of breadfruit trees.

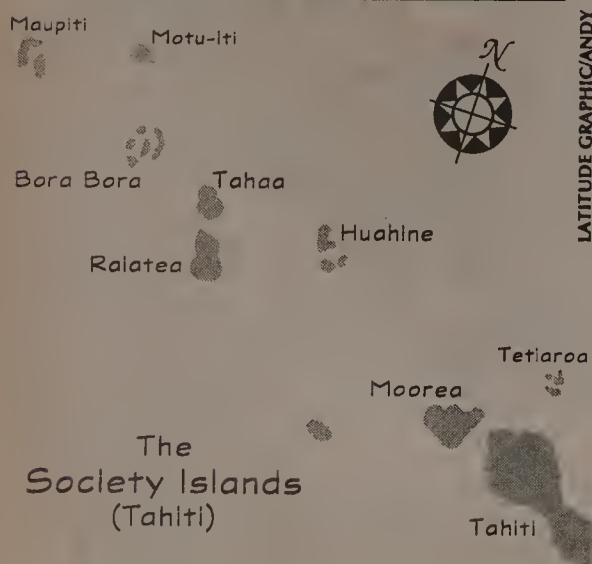
Although structured under a strict caste system, theirs was a culture as idyllic as almost any other known to historians. Their land was worked collectively and the community — not the individual — was all important. They were deeply religious, believing their gods and high chiefs possessed great *mana* (spiritual power); many



aspects of life were governed by strict *tapus* (taboos). Today, in some areas of the Marquesas, ancient tiki god sculptures can still be found.

Despite occasional 'unpleasantries' like tribal wars, cannibalism and human sacrifice, indications are that the Polynesians lived a relatively peaceful existence. Ornamented with elaborate tatoos and dressed only in belts of pandanas leaves or skirts of *tapa* (bark) cloth, they enjoyed a long stint living the 'good life' in tropical isolation — until the Europeans arrived, that is.

After slogging all the way across the Pacific from Southern Patagonia, the Magellan expedition miraculously chanced upon the Marquesas in the 1500s — unquestionably the first Europeans to do so. A few other explorers skirted these waters during the next century, but it wasn't until 1767 that the British Captain Samuel Wallis, aboard the *HMS Dolphin*, encountered Tahiti while searching for the most sought-after trophy of the times, 'Terra Australis Incognita', a mythical southern land mass which was thought to 'balance' the northern



LATITUDE GRAPHIC/ANDY

OF CHARTERING



While the days of free love and paganism are long gone, the Tahitian islands remain today a place of spellbinding beauty where the legacy of ancient times is evident not only in the physical features of the people, but in their joyful nature, exotic ceremonial dances and in their reverence for the all-giving sea. Tahiti's unique blend of Polynesian culture with sophisticated French infrastructure combine to make these islands one of the most desirable vacation spots on earth.

— latitude/aet

For a more in-depth history of these islands, check out David Stanley's indispensable tome, *The South Pacific Handbook* (Moon Publications).

Tahiti Bareboating: Even Better the Second Time Around

Someone once said love is better the second time around. Well, so is chartering! Our group bareboat charter last September was the second we've taken to Tahiti. It seemed like we were able to do more this time, even though we sailed for 10 days each time. It was easier to budget time to re-visit the best places from our first trip, while still finding time to explore some places we'd missed before.

It's always challenging to get the most out of the limited time of a bareboat charter, so here are some suggestions based on what we learned the second time around:

For most westerners, the works of Gauguin established enduring images of handsome Polynesians living in a tranquil Eden.



Spread: At anchor in Bora Bora's idyllic lagoon. Still the realm of proud Polynesians, much has changed since the first islanders settled here around 800 A.D. **Insets:** Bay Area sailors feeding the fishies while having 'too much fun'!

hemisphere.

One anecdote of Wallis' trip which has survived the centuries — for obvious reasons — was probably responsible for establishing Tahiti's reputation as a haven of free love. The story goes that the Tahitians were eager to trade with the English and iron was the item they coveted most. In exchange for iron nails, local ladies 'offered themselves' willingly to Wallis' love-starved sailors — talk about 'value added merchandising!' Needless to say, the *Dolphin* would have been completely dismantled in short order, had ol' Cap'n Wallis not swiftly restricted most of his men from venturing ashore — no doubt, an extremely unpopular order!

The legendary sexual freedom of the Tahitians carried on unchecked — enter Captain Bligh, Fletcher Christian and the boys — until the end of the century, when

the first British missionaries arrived. They gradually converted most of the islanders to Christianity, dressing them in decidedly unrevealing European clothing from head to toe and indoctrinating them with the tenets of Victorian morality.

By the 1830s, the French had established a strong presence in outlying areas of the region and by the 1840s had imposed the status of 'French protectorate' on the Tahitian Islands, the Marquesas and the Tuamotus. In 1880 the last Tahitian king, Pomare V, was coerced into signing away his kingdom, which then became a full French colony. By the time French painter Paul Gauguin arrived in the Marquesas in 1901, the idyllic, Eden-like world he would later portray on canvas had already lost its primitive innocence — much to his disappointment.

Although there has certainly been friction between the Tahitians and the French over the years, Tahiti, like all other places branded with the title 'paradise', was destined to surrender its isolation eventually, and the compromises made in the process have certainly not eroded the region's noble heritage completely.

ALL BOB DIAMOND / SPINNAKER SAILING

When cruising Bora Bora, get around to the back (windward) side. While almost all the other boats stay together at Bora Bora Yacht Club and Hotel Bora Bora, the other side of the island has excellent anchorages. The views are spectacular and there's hardly anyone else there. There's a place called the Lagoonarium on one of the eastern motus where you can snorkel inside large enclosures with many kinds of fish, rays, eels, etc. It's owned by the Tahitian family that turned this motu into a lovely park, both on the land and in the water. I know of nowhere else where even novice snorkelers can see such a variety of marine life so close at hand. The cost is 2,000 francs (about \$22) per person. It's not cheap, but very few things are on these islands.

Further south — as far as you can take your boat — is another good anchorage. Here, you can take your dinghy around the motu that guards the anchorage that lies adjacent to an area in the outer reef called the 'Coral Gardens'. In the 20 bareboat charter cruises, I have never seen such vibrant coral for snorkeling. There are just small patches of sand to drop your dinghy anchor on and the rest of the area is live coral to gaze at.

Getting to the eastern side of the island is not as easy as hanging around Bora Bora Yacht Club. You have to navigate over some shallow spots. There were times we slowed down because there couldn't have been more than a few inches of water below the keel of our Moorings 510, but it was well worth the effort to go where most boats don't seem to go.

Huahine lies on the other side of Raiatea from Bora Bora. The distance is too great to make it all the way from Bora Bora during daylight hours, so you have to overnight at Raiatea and make a fresh start in the morning. Squalls were blowing on our trip so we stayed an extra night at Raiatea. This gave us time to take on extra provisions and go on a scuba excursion at Chez Marie France.

We'd been warned at the beginning of the cruise against swimming and snorkeling in the passes because of the currents and sharks, but scuba diving is different and they took us right out to the pass. There was a mild current and the sharks did come — six or more grays and whitetips — but they didn't eat us. There was also a moray eel with a head the size of a football that tolerated being petted — he was remarkably soft! This was a great dive, much better than

the lagoon dive in Bora Bora during our last trip.

Fewer boats go to Huahine, and most that do wind up anchored at the northwest side of the island at the little town of Fare. There are several snack shops in town. Our favorite was Oreo, the Chinese restaurant that overhangs the water just south of the wharf. Not only was the food good, but the prices were reasonable and steps lead from the dining area right down into the water where you can tie up your dinghy. Better anchorages lie to the south. One is in the large bay between the two islands of Huahine. It's worth the time to at least stop for an afternoon and dinghy under the bridge that connects the two islands. There were some Tahitian boys playing and jumping off the bridge when we did this so

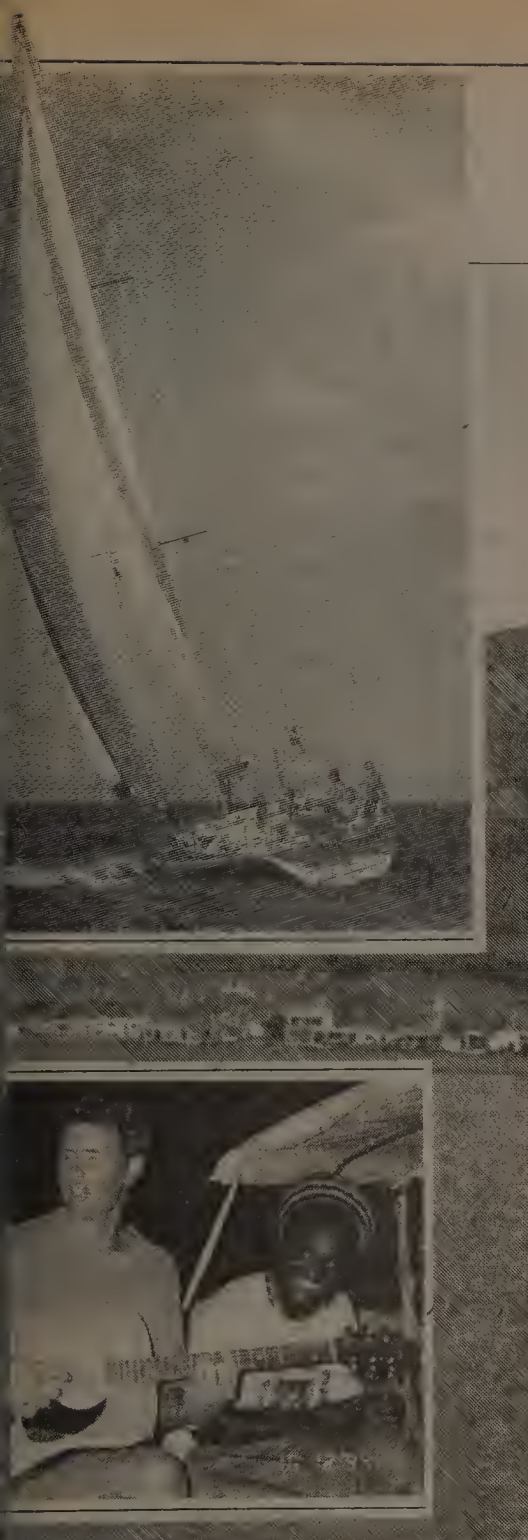


Charters aboard 'Orient Express' are never dull. Clockwise from upper left: 'Limin' with charter guests; riding a lazy Caribbean breeze; Ken, crooning in the cockpit with locals; lovely Madeleine checking 'Orient's' headstay tension!

we stayed and played with them for a while. You don't always get to interact with the locals on a purely social level so this was a treat.

The extreme southern end, which doesn't seem to have many visitors yet, is a very good anchorage. It's a fairly long dinghy ride over the sand flats out to the barrier reef for snorkeling, but the trip is worth it to see the many small coral heads with lots of urchins and a few other live shells. These out-of-the-way anchorages have a lot to offer.

Food and just about everything else is expensive in Tahiti. While a meal in a snack shop may only run about \$12-15, dinner in a restaurant averages around \$40. But the



of their own bareboat trip to Tahiti. As for me, I'm already looking forward to the time.

— bob diamond
spinnaker sailing of redwood city

Notes from 'Out There' . . .

Living the Charter Lifestyle

Dozens of Bay Area sailors leave the Golden Gate behind each year to follow their dreams of long-term cruising. They willingly walk away from secure jobs, purge their lives of car payments, mortgages and most material possessions in pursuit of long term travel afloat. None of this surprises us, of course. But from our perspective — as yacht chartering advocates — it does seem a bit odd that so few cruisers turn to the option of chartering as a means of financing their sailing lifestyle. Former Bay Area residents, Ken and Madeleine Fairchild, are two who've done just that.

Having garnered a nest egg as construction contractor in the South Bay, Ken and his lovely bride Madeleine set off to Hawaii several years ago aboard their Skye 51. But within a year or so they accepted a purchase/offer which left them with a yearning for the sailing life, but no boat to cruise on. Their dilemma was solved with the purchase of the sleek and sexy Dynamique 65, Orient Express, already a well-established, first class charter yacht.

Ken and Madeleine check in with us from time to time from their base in the Grenadines with insights into the world of chartering. The following are excerpts from their latest installment:

It's hard to believe Madeleine and I are going on our fourth year in the Caribbean. It's actually even harder to believe we're making a pretty good living sailing.

The charter business has been quite a challenge, with a new group of people on board every week. We've had some great folks aboard that have become life-long friends. We've also had our share of losers. One group that comes to mind I like to call the 'Charles Manson, Jr. charter'. Not only did the client smuggle drugs between three countries, threaten to beat the crap out of our first mate and accuse Madeleine of poisoning him, but he had the balls to ask the charter broker for a refund because it was not 'the vacation they expected'.

The high point of the job is when you get a group of people on board that just take

each day as it comes. We call it 'limin' — a little sun, add some rum and your having fun!

A typical charter day aboard the Orient Express naturally begins with a hearty breakfast. After which, we usually try to put together a scuba dive or snorkel and since we've been down here quite a while we know some spots you won't find in the bareboat guides.

A little relaxation and lunchtime just seems to roll around. Fresh fish burgers on the BBQ are a favorite — maybe with some pasta salad and fresh pineapple. Wash that down with an ice-cold Carib beer and we're ready to sail.

The Orient Express sails like a dream, I usually hand over the helm and let people see what it's like being in control of a 64-foot sloop doing 9 knots in crystal-clear Caribbean water — plus, it's a good time for me to sneak a nap!

Sometime around four, we set the hook. Quite often in another spot they missed in the guide book. Everyone ready for a swim, kayak or walk on the beach, if that not enough, I haul them around on water skis. By five, the bar is open.

Being based in St. Vincent we are able to have a lot of fresh fruit aboard so the blender gets very busy creating daiquiris. Hors d'oeuvres are Madeleine's department and with a delicious artichoke dip we fall into the sunset. I'm in charge of telling jokes and rolling napkins — to think I used to run a construction company! — while Madeleine produces cookbook-quality recipes.

About three nights a week we're at a spot with some night life ashore. Our favorite is The String Band in Bequia, where you find yourself partying with a rasta plying a cheese grater and everything seems quite normal.

The rest of the time everyone just chills out with some good conversation, enjoys the sea breeze and checks out the stars. Once in a while I break out my guitar for some 'oldies but goodies'.

So hours slide into days, days into weeks and weeks into years. All it takes is one traffic jam on my yearly visit back to the Bay area for me to realize how lucky we really are.

— ken and madeleine
orient express

Ed. note — At this writing Orient Express is still available for Antigua Race Week! Could be your chance . . .

food is quite good, often prepared with rich sauces in the classic French tradition. (There is no tax or tipping to add to the cost.) One restaurant worth noting is Bloody Mary's near the Hotel Bora Bora. They served grilled seafood fresh from a display where the customers made their own selections (reasonable prices). Another was Quai Pecheur on the wharf in Uturoa, Raiatea, where the food was on par with the fancier restaurants, but prices were much less.

The adventurous might check out the food trucks which line the Papeete wharf on Friday night. As many as 100 converge here, serving everything from pizza and hamburgers to Chinese food and deserts — it's quite an experience.

We really enjoyed cruising Tahiti the first time, but it was amazing how much more we got to do the second time. I hope some readers can use these tips to get the most out

ALL COURTESY 'ORIENT EXPRESS'

WORLD OF CHARTERING



TIM ELLIS

Charter Notes

In this month's installment of 'what's up in the charter biz' we've got a mixed bag of tidbits to share with you.

First, while we're on the subject of the South Pacific, we should confirm that both **Sunsail** and **Island Rover Yacht Charters** (of N.Z.) are opening bareboat charter bases this month in the dreamy **Kingdom of Tonga** (part of Eastern Polynesia). Seems like a 'win-win', since more sailors will have the pleasure of touring these isles and more greenbacks will flow into the local economy. While tourism is inevitable, through, we pray that the increased number

"Our family is closer and more respectful of each other because of the bareboat charters we've done," says Tim Ellis of Portland. (Not 'Harris' as we wrote in February). This year the Ellises will do a crewed charter down the Peruvian Amazon.

of visitors won't impact too heavily on these wonderful people and their age-old cultural traditions—please, help preserve the magic!

Spring has now officially sprung and summer is just beyond the horizon, so it may well be time to plan your 'next adventure.' Fresh ideas are as close as our *Classy Classifieds*. If you've been dreaming of an ocean crossing, consider joining professional charter skipper Paul Casson on his eighth

'pond crossing' this spring aboard his Jeanneau 47, **Kiss Curl**. (See crew listings).

Let us remind you also, lest you forget after all our coaxing, that just after **Antigua Sailing Week** (Race Week) is one of the best times to find a ride across the Atlantic on a sizeable luxury charter yacht. Give Dana Nicholson a call — (809) 460-1530 — down at Nelson's dockyard (the Eastern Caribbean's big boat mecca), or just show up, walk the docks and take your chances.

While you're over on 'the continent' you might look up **Angus Greenlaw**, a half-year San Anselmo resident (and Bay sailor) who runs a smart little 'charter barge' along the rivers of France's Alsace-Lorraine district. He offers bed and breakfast by the cabin at reasonable rates (see boxed *Classifieds*).

Another 'classy' idea is to join the NZ-built **Trade Winds** on her Central American coastal cruises.

Finally, if you were impressed by **Jennifer's** adventures in Viet Nam (in *March Changes*), you may want to join Lars and Johanna as they continue around the world from the Indian Ocean. (Call Ocean Voyages at (415) 332-4681). Look for more options next month.



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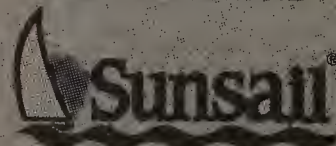
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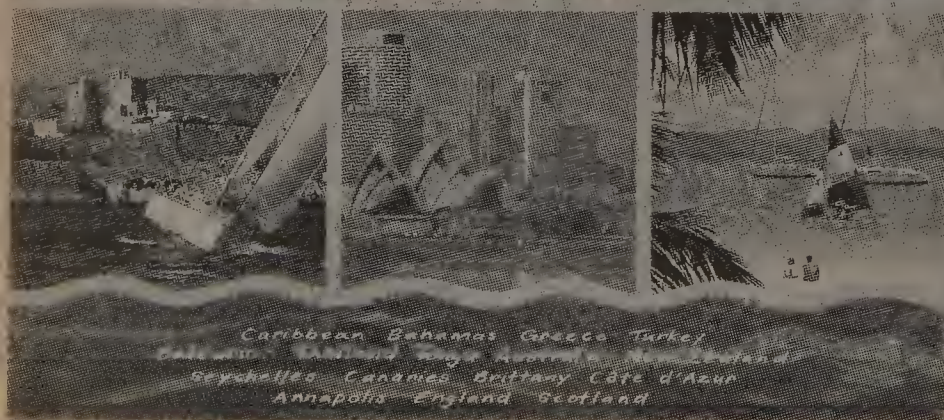
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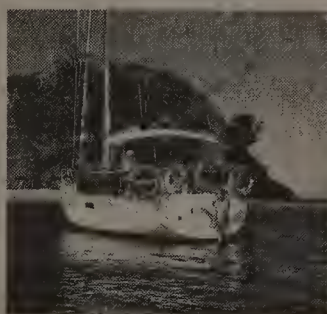
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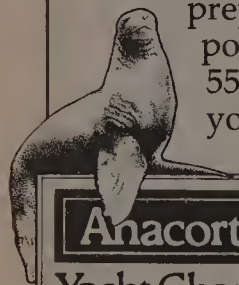
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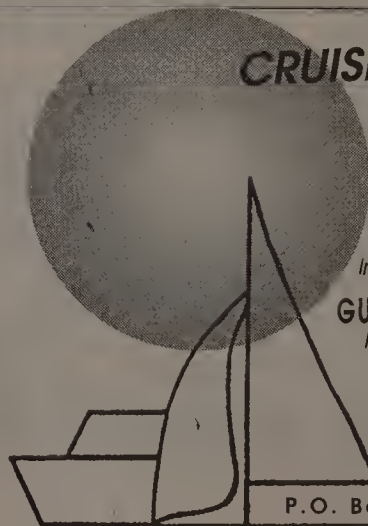
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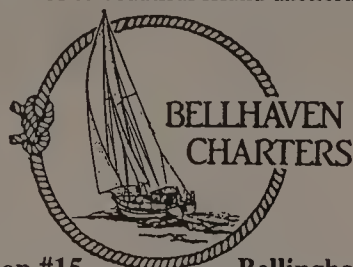
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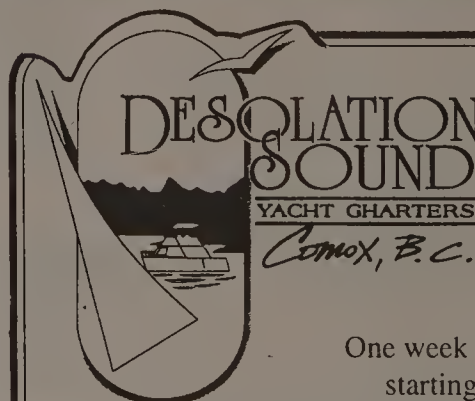
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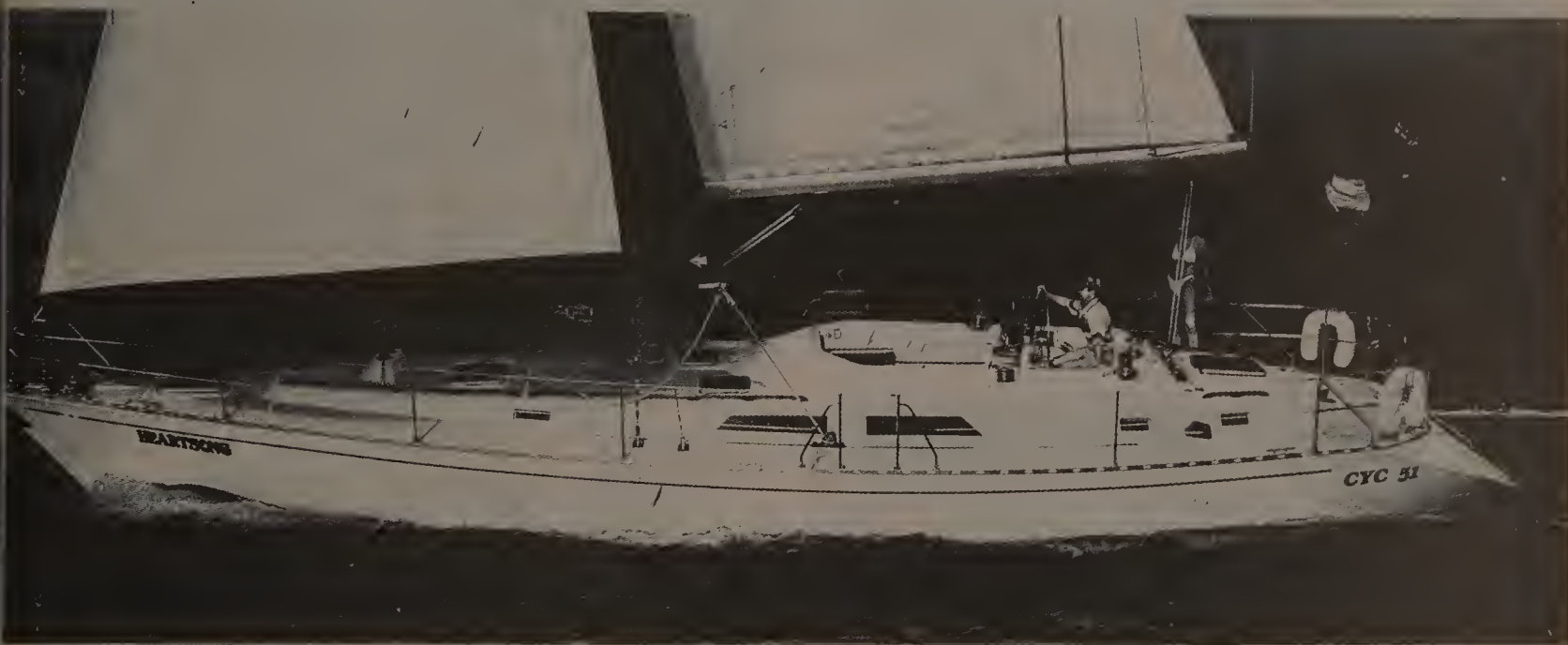
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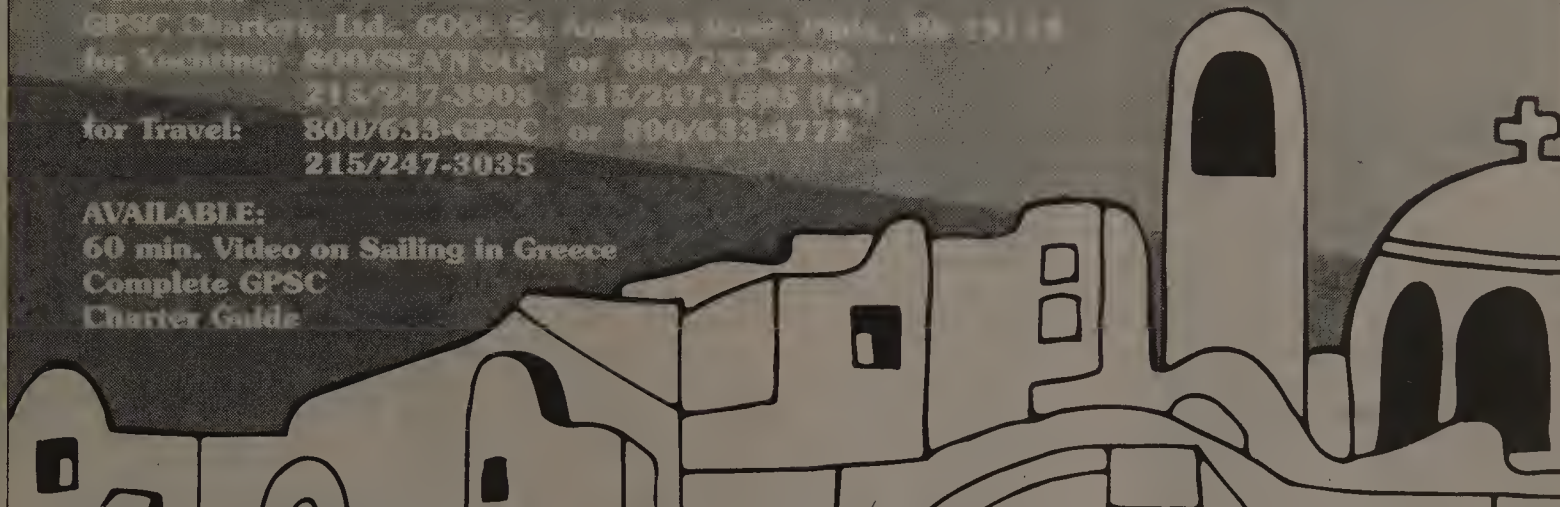
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THE RACING

With reports this month on the reincarnation of the **SORC**; a trio of excellent **St. Francis YC Spring Invitationals**; a different venue for **MEXORC**; the new 'feel-good' **Montgomery Securities Regatta**; a bunch of 'box scores'; wrap-ups of **ten midwinter series**; and the usual collection of completely random 'race notes' at the end.

SORC Coming Back Strong

Long one of the most venerable institutions of offshore sailing, the Southern Ocean Racing Conference (SORC) has had to change with the times. When the IOR ruled the seas in the '70s and '80s, the SORC was a three-week tour of Florida, showcasing the latest and greatest in the sport. Turnouts were huge and the stakes were high, as the marine industry capitalized on all the hype and promotion made in the yachting press. In those golden days, many sails, lots of hardware and even entire lines of production boats were sold based on a prototype's performance at the SORC. Indeed, the pressure to perform here was so high that it spawned some well-publicized cheating scandals, resulting in a few owners being tossed from the sport and several

renovation in South Beach and the herds of scantily-clad Euro-babes gliding down the beaches and sidewalks. Fort Lauderdale YC, organizer of the SORC, hasn't gone out of its way to organize a big shoreside venue, knowing that their après-race tent parties would hold little chance of competing against this continuous sidewalk flesh parade.

It's a no-frills format: Competitors who come to the SORC do so to race, and organizers have every intention of running two races a day, weather permitting, in an attempt to get in nine races. Alas, this year it wasn't to be — though the six races that the fleet did sail saw the full gamut of conditions, ranging from dead calm to over 30 knots of breeze. A total of 159 entries split into 12 classes made this the biggest SORC on



windward/leeward courses set south of South Beach, but well inside the Gulf Stream. Nevertheless, getting inshore out of the north-flowing current became a major factor in the first four races. In those light-to-moderate air races, the courses turned into one lane highways for most classes.

The fun really started on the fourth day in Race 5, when an approaching cold front pushed the breeze up to 30 knots, causing numerous spectacular knockdowns. This breeze held throughout the next day, where attention seemed particularly focused on the 9-boat Mumm 30 fleet as they sped along downwind at 18 knots, often on the verge of — or out of — control. Easily the most entertaining wipe-out of the regatta was provided by Kip Meadows' Roxanne, which pitchpoled under masthead kite after surfing into the stern wave of the Swan 46 Aera. The boat apparently nosedived to 45° (some say the saildrive and rudder were completely aired out), pitching helmsman Andy Green completely clear of the boat. Green and another crewmember were subsequently picked up by a spectator boat, costing

trophies revoked. This was the height of the 'checkbook wars', when IOR was a moving target to toss endless wads of money at.

But those good 'ol days are long gone, along with the IOR dinosaurs. With the 'ocean' now taken out of 'ocean racing', the 55th version of the SORC has shrunk to an over-extended February weekend of inshore racing within sight of Miami Beach. That's not all bad, given the impressive Art Deco

Spring Dinghy action: Citing the normally heavy Bay conditions, the local 505 fleet just changed its rules to allow three crewmembers to a boat.

record. The Etchells and Melges 24 fleets, which both sailed on the inner course on Biscayne Bay, fielded the largest fleets with 32 and 29 boats, respectively.

The IMS, One Design 48s, Mumm 36s, Mumm 30s and PHRF classes all sailed on

LATITUDE/IR



First Melgi, then Mumm 36s, now 1-D 48s. Five 1-D 48s sailed the recent SORC (above) — could this be the beginning of the end for ILC 46s?

Roxanne third place in the regatta. "Boy, that was ugly!" laughed Green afterwards.

Through consistent performance and no breakdowns, David McLean's UK-based team aboard the chartered *Babbalaas* won the five-boat One Design 48 class before the final day of racing. Eddie Warden-Owen steered the boat, while Gary Weisman called the tactics. Class coordinator John Bertrand has recently announced construction of three new 'spec' 1-D 48s, bringing the fleet total up to eight, though as yet only three have been sold. Their next event will be at the Nantucket Gold Regatta in Newport, RI, while a sprint race to New York afterwards will see the long-awaited debut of the boat's water ballast systems.

Consistency was also the key for IMS-I class winner *Pinta*, a red-hot Judel/Vrolick ILC 46 owned by Willi Illbruck with an international team led by PACT 95 tactician John Kostecki. ILC 46s will be tuning up in the next couple months for a World Cham-

pionship to be held in May in Long Island Sound, organized by *Blue Yankee* owner and '95 U.S. Admiral's Cup team member Bob Towse. The latest rage in this class is bumps — yes, those bumps that we all thought went out with skegs and long overhangs a few years ago. It seems there's something to be gained by slightly increasing hull girth between the keel and rudder, which fools the IMS program into giving a several second-per-mile credit with negligible loss in real speed. It seems to have worked for *Pinta*, which added 40 mm to her girth late last year.

Racing in the highly competitive IMS-II class came down to the wire, with Ken Read driving Makoto Uematsu's Farr ILC 40 *Esmerelda* to a last-race victory over his J/24 rival Terry Hutchinson, who was skipping Helmut Jahn's Farr 43 *Flash Gordon*. Dock-side rumor has it that Read's budget to campaign *Esmerelda* for this summer's ILC 40 Worlds in Greece is nearly \$250k!

Meanwhile, in the Mumm 36s, it should come as no surprise that well-funded pros still beat the amateurs, as Jim Brady

skipped Satoshi Utsumi's *No Problem* to victory in an 11-boat class which featured JJ Isler and an all-women crew aboard *Team Neutrogena*. The ladies ended up fifth, a nice showing.

— dobbs davis

1-D 48 — 1) *Babbalaas*, David McLean, UK, 15.5 points; 2) *Indulgence*, Graham Walker, UK, 17.25; 3) *Windquest*, DeVos Family, Michigan, 18.75.

IMS-I — 1) *Pinta*, ILC 46, Willi Illbruck, Germany, 8 points; 2) *Infinity*, N/M 49, John Thomson, NY, 18.75; 3) *Idler*, N/M 45, George David, CT, 22.

IMS-II — 1) *Esmerelda*, ILC 40, Makoto Uematsu, Tokyo, 9.25 points; 2) *Flash Gordon*, Farr 43, Helmut Jahn, Chicago, 10.5; 3) *Pinball Wizard*, IMX 38, Les Zialkowski, Chicago, 20.75.

PHRF-I — 1) *Equation*, R/P 50, Bill Alcott, Michigan, 5.75 points; 2) *Nitemare*, Farr 44, Tom Neill, Chicago, 13.75; 3) *Bright Star*, N/M 46, Richard Breeden, Connecticut, 25.

MUMM 36 — 1) *No Problem*, Brady/Utsumi, Annapolis, 12.25 points; 2) *Byblos Perfumes*, Paolo Gaia/Ed Baird, Italy, 14.5; 3) *Zamboni*, Doug Taylor, Honolulu, 19.

MUMM 30 — 1) *Phoenix*, Eduardo de Souza, Miami, 14.5 points; 2) *Runaway*, Bossett/Dell, New Jersey, 16.25; 3) *Friday*, Collins/Alsopp, MD, 23.

PHRF II — 1) *Risky Business*, Tripp 33, Perry Jones, Virginia, 13.75; 2) *Aera*, Swan 46, Nick Lykiardopullo, London, 16; 3) *Diana*, Beneteau 42, George Carabetta, Connecticut, 24.

ETCHELLS — 1) *Grand Whip*, Jud Smith, Marblehead, 16.25 points; 2) *Annie*, Gary Gilbert, RI, 24.75; 3) *Don' Dilly Dally*, Mike McCann, Florida, 45.

MELGES 24 — 1) *Ruby*, Glen Highland, Minnesota, 14 points; 2) *Heartbreaker*, Robert Hughes, Michigan, 19; 3) *Stealth*, Keith Musto, UK, 27.

Spring Invitationals

Three of the best reasons to go sailing on the Bay each March are the annual Spring Invitational regattas hosted by St. Francis YC. With the Leukemia Cup now pushed back to a more appropriate date (Memorial Day Weekend), this year the Invitationals reverted to their traditional line-up: the first weekend was for keel boats under 30 feet, followed the next weekend by dinghies, and concluding with keel boats over 30 feet.

The weather cooperated throughout the series, ranging from a little on the light side the first weekend, to enough wind to capsize some dinghies the next, to nothing short of perfect on the last weekend. As usual for this time of year, the ebb current was working overtime, and on the last weekend in particular, a bunch of keelboats bounced off the sandy bottom trying to find relief as they ran down the Cityfront. One boat, the J/105 *Bella Rosa*, had to be towed off the beach by a crash boat.

In an odd turn of events, the Coast Guard

DANIEL FORSTER 1996



cordoned off the yacht harbor on the morning of March 17 in response to a anonymous bomb threat. Several racing boats were stranded inside and missed the first race. Naturally, they were granted YMPs — a fortuitous thing for easygoing Etchells sailor Kers Clausen, who was still frantically searching for a third crewmember when the harbor mouth was sealed off for about an hour. In the second race, Clausen picked up

a guy off an Etchells that had broken down, and went on to take a fourth in the 13-boat fleet. Factoring in his scores from the previous day (1,3) and the YMP (which worked out to a 2), Kers took third in the regatta.

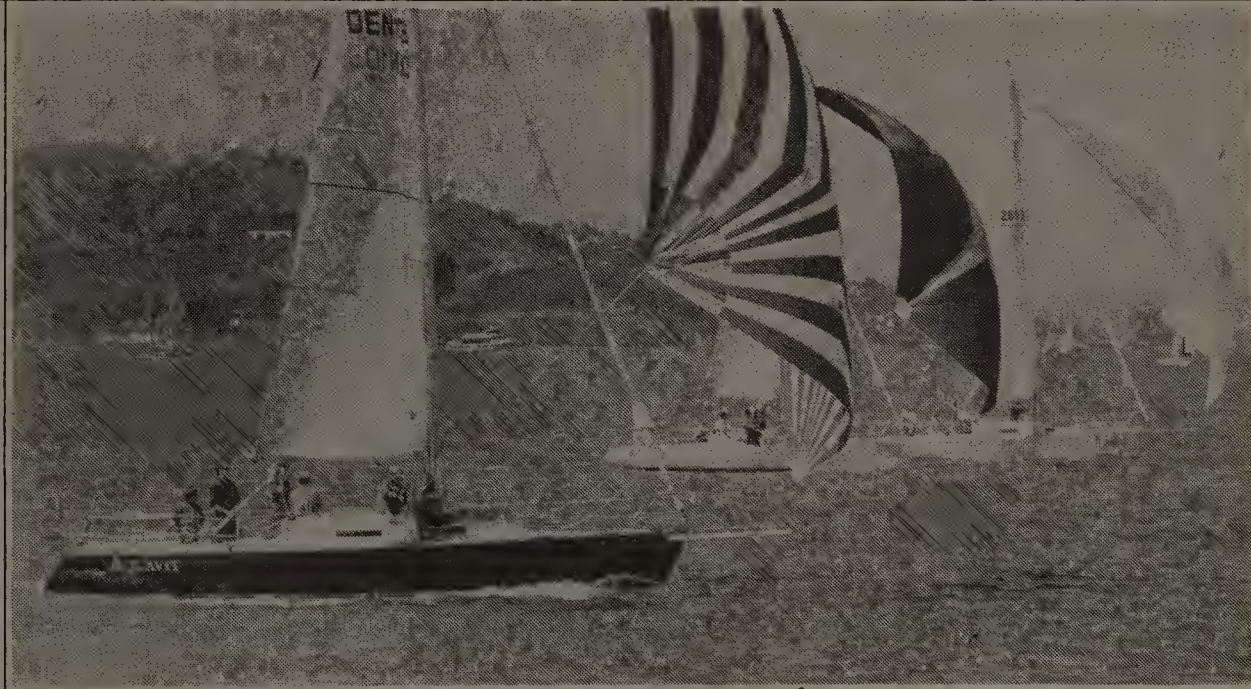
"Hey, I'll take it!" grinned Kers, who swears he didn't call in the bogus bomb threat himself. Naturally, however, his Etchells buddies renamed him 'Unabomber'

and hazed him unmercifully for pulling off what was possibly the most creative and well-timed YMP in class history.

SPRING KEEL (March 2-3):

11:METRE — 1) **Team Montgomery**, Dinkel/Stoneberg, 5.5 points; 2) **Blitzkrieg**, Dennis Rowedder, 7. (4 boats)

ETCHELLS — 1) #946, Craig Healy, 9.5 points; 2) **Six Hundred**, Hank Easom/Chuck Mohn, 11; 3)



Hyper, Tom Oller, 11.75; 4) Air Tuna, Jim Gregory, 12; 5) Celebration, Morss/Fischer, 13. (11 boats)

EXPRESS 27 — 1) Flying Circus, Gene Ryley/Bren Meyer, 2.25 points; 2) Baffett, Baffico/Baskett, 12; 3) Bessie Jay, Brad Whitaker, 13; 4) Abigail Morgan, Ron Kell, 14; 5) Peaches, John Rivlin, 15; 6) Desperado, Mike Bruzzzone/Tim Russell, 16; 7) Sonita, Bill Melbostad/Craig Page, 22. (16 boats)

MELGES 24 — 1) Sea Monster, John Oldham, 4.5 points; 2) Mary Don't Surf, Mark Eastham/Hans

Postcard-perfect conditions at StFYC's Spring One Design Regatta. All photos 'Latitude'/rob.

Williams, 4.75; 3) Sabotage, Bill Colombo, 12; 4) Batteries Not Included, Tony Pohl, 15; 5) Surfeit, Henry Olson, 16. (11 boats)

MOORE 24 — 1) Fatuity, Dave Hodges, 2.25 points; 2) Moorgasm, Hank Niles/Chris Watts, 7; 3) Great Pumpkin, Jim Maloney, 10; 4) Adios, Scott

Walecka, 13; 5) Umpqua, Jim Plumley, 23; 6) War Stories, Royce Fletcher, 23; 7) Snafu-U, Mark Berryman, 24; 8) Free Flight, Pat Mitchell, 27. (19 boats)

J/24 — 1) Nixon Was Cool, Livia Tomiselli, 4.5 points; 2) Casual Contact, Don Oliver/Seamus Wilmot, 9.75; 3) Grinder, Jeff Littfin, 10; 4) Air, Jon Perkins, 13; 5) Wonder Woman, Kennelly/Dines, 18; 6) Renaissance, Dale Hinman, 19. (14 boats) (3 races; 0 throwouts)

THE RACING

SPRING DINGHY (March 9-10):

505 — 1) **Don's Boat**, Howard Hamlin/Rich Rattray, 12.75 points; 2) **A Boat**, Jeff Miller/Bruce Heckman, 13; 3) **#7771**, Pete Melvin/Mike Martin, 13.75; 4) **'56 Chevy**, Jim Wondollock/Jay Kuncil, 17; 5) **Bat Out of Hell**, Bart Hackworth/Keith Stahnke, 25.75. (12 boats)

I-14 — 1) **Short, Fat & Heavy**, Ron Boehm/Pete Mohler, 7.25 points; 2) **#1083**, Andy Bates/Kurt Schmidt, 13.75; 3) **Scared Skiff**, Zach Berkowitz/Ben Wells, 17.75; 4) **#1000**, Alan Laflin/Chris Hanke, 26; 5) **Divine Madness**, David Berntsen/Dave West, 28. (12 boats)

LASER — 1) Patrick Andreasen, 11.75 points; 2) Steve Kelley, 22.75; 3) Matt McQueen, 27.75; 4) John Oldham, 34.75; 5) Tom Dobroth, 38; 6) Martin Hartmanis, 39; 7) Jon Henderson, 42; 8) Jonathan Howell, 48; 9) Tim Duffy, 51; 10) Will Benedict, 57. (26 boats)

SNIPER — 1) **#26104**, Shawn Bennett/Debbie Hall, 10.75 points; 2) **JuIPac**, Packy Davis/Barbara Kinsella, 19.5; 3) **#26752**, John & Vickie Gilmour, 20.75. (7 boats)

LASER RADIAL — 1) **Terminator**, Sharon Denning, 7.25 points; 2) **#101**, Alex Buddington, 14.75. (4 boats)

LASER II — 1) **#6886**, Megan Kelly-Sweeney/Whitney Gilmour, 8.25 points. (2 boats)
(6 races; 1 throwout)

SPRING ONE DESIGN (March 16-17):

J/35 — 1) **Kiri**, Bob George, 8.5 points; 2) **Jarlen**, Bob Bloom, 9. (4 boats)

SANTANA 35 — 1) **Swell Dancer**, Jim Graham, 4.25 points; 2) **Breakout**, Les Raos, 9.75; 3) **Wide Load**, Lucie van Breen/Bruce Wilcox, 14. (5 boats)

J/105 — 1) **Jest**, Jim Cascino, 9.5 points; 2) **Aquavit**, Thomas Sponholtz, 9.75; 3) **Limelight**, Harry Blake, 12.75; 4) **20/20**, Phil Gardner, 16. (8 boats)

ETCHELLS — 1) **Six Hundred**, Hank Easom/Chuck Mohn, 8.75 points; 2) **#946**, Craig Healy, 9.75; 3) **Wild Woman**, Kers Clausen, 9.75; 4) **Celebration**, Doug Morss/Henry Fischer, 13.75; 5) **Hyper**, Tom Oller, 24; 6) **Air Tuna**, Jim Gregory, 26; 7) **Bird Dog**, Jeff Wayne, 28. (13 boats)

OLSON 30 — 1) **Jack's Back**, Jack Easterday, 5.25 points; 2) **Hoot**, Andy Macfie, 10.75; 3) **Zephyros**, Cal Maritime Academy, 15; 4) **Lurker**, Paul Martson, 18; 5) **Killer Rabbit**, Bill Coverdale, 21. (10 boats)

J/29 — 1) **Power Play**, Gordon Smith, 4.25 points; 2) **Advantage II**, Pat Benedict, 8.75; 3) **Wave Dancer**, Richard Leevey, 14. (6 boats)

(4 races; 0 throwouts)

A New Look for MEXORC

When the San Diego Yacht Club decided to move the finish of their February Mexican Race from Manzanillo to Mazatlan, a lot of veterans expressed concern about the viability of the MEXORC Regatta, which has traditionally followed this event. Those concerns proved groundless as the new



"Oh no, he's got a camera!"

venue on Banderas Bay off of Puerto Vallarta seemed to add new vitality to the Twentieth Anniversary of the event.

In recent years, this biennial regatta was headquartered at the Las Hadas Resort on Manzanillo Bay. Boats from Acapulco Yacht Club's active IOR fleet traveled north to

compete against U.S. boats from SDYC's Manzanillo Race. This year's trip to PV was 150 miles longer for the Acapulco fleet and the U.S. boats had a 180-mile delivery from Mazatlan. However, these logistical concerns didn't hurt the size of the fleet, which was augmented by five locally based Capri 37s, racing as a one design class.

This week-long Mexican version of Key West Race Week combined seven buoy races, and a medium distance day race with a very complete social program. Held on February 18-24, the sailing could not have been better. Each race was sailed in bright sun, temperatures in the mid-80s and a reliable sea breeze that occasionally peaked at 20 knots.

As has been the case in former MEXORC regattas, each of the four class winners was awarded a Rolex watch. Additionally, all of the competitors raced for an overall prize using a system that converted IOR and IMS ratings to PHRF numbers.

Class A was composed of four U. S. based 'maxis' — two ULDB 70s (*Taxi Dancer* and *Mongoose*), the turbo-charged Andrews 70+ *Victoria*, and the 82-foot Mull-designed IOR battlewagon *Sorcery*. The latter, driven by sailmaker Robbie Haines, dominated the upwind legs any time the wind built into the 12+ knot range, but it simply could not hold off the lightweight sleds off the wind. For the

FINAL MIDWINTER RACE RESULTS

BYC/MYCO Midwinters

SATURDAY SERIES

DIV. A (0-126) — 1) **Absolute 88**, Wylie 37, Keith MacBeth, 6.25 points; 2) **Advantage II**, J/29, Pat Benedict, 9.75; 3) **Tsiris**, Olson 29, Dan Nitate, 10. (10 boats)

DIV. B (129-168) — 1) **El Gavilan**, Hawkfarm, Nick Nash, 11.75 points; 2) **Uno**, Wylie/Cat 30, Dave Wahle, 14.75; 3) (tie) **Predator**, Hawkfarm, Sellers/Wheeler, and **Ono**, B-25, Doubek/Voss, 15.75. (15 boats)

DIV. C (171-204) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 4.25 points; 3) **Freyja**, Catalina 27, Larry Nelson, 13; 3) **White Satin**, Catalina 27, Steve Riehnart, 14. (9 boats)

DIV. D (207-up) — 1) **Slippery When Wet**, San Juan 24, Eric Wilbur, 11.5 points; 2) **Madman X**, H20, Santana 20, Steve Katzman, 14; 3) **Chaos**, Ranger 23, Tim Stapleton, 15. (14 boats)

OLSON 30 — 1) **Jack's Back**, Jack Easterday, 10.75 points; 2) **Saint Anne**, Dick Heckman, 11.5; 3) **Run Wild**, Al Holt, 14; 4) **Zephyros**, Cal Maritime Academy, 14.75; 5) **Hoot**, Andy Macfie, 15. (15 boats)

MELGES 24 — 1) **Mary Don't Surf**, Mark

Eastham/Hans Williams, 9.5 points; 2) **#28**, John Oldham, 10.75; 3) **Smokin'**, Dave Oliver, 12.75. (11 boats)

EXPRESS 27 — 1) **Frog in French**, Kame Richards, 17 points; 2) **Flying Circus**, Ryley/Hodges, 21.75; 3) **Desperado**, Mike Bruzzone, 23; 4) **Friday**, John Liebenberg, 25.75; 5) **Mad House**, Mike DeVries, 27.5; 6) (tie) **Peaches**, John Rivlin, and **Abigail Morgan**, Ron Kell, 32; 8) **Baffett**, Baffico/Baskett, 37; 9) **New Moon**, Schumacher/Franklin, 39; 10) **Sonita**, Davant/Kneir, 47. (31 boats)

MOORE 24 — 1) **Hot Rod Lincoln**, Charles Witcher, 7.75 points; 2) **Hurricane**, Adam Sadeg, 8.5; 3) **Taz**, Erich Bauer, 12. (7 boats)

J/24 — 1) **Cool Breeze**, Don Nazzari, 17.75 points; 2) **Fred**, John Todd, 21; 3) **Da Treader**, R.W. Bailey, 25; 4) **Casual Contact**, Don Oliver, 28; 5) (tie) **Frogflips**, Richard Stockdale, and **Electra**, A. Tutthill/N. Gibbs, 29; 7) **Cujo**, Elizabeth Kellogg, 31.5; 8) **Wonder Woman**, Dines/Kennelly, 36. (20 boats)

MERIT 25 — 1) **Twilight Zone**, Paul Kamen, 7.5 points; 2) **Chesapeake**, Jim Fair, 11.75; 3) **Be-witched**, Laraine Salmon, 15. (7 boats)

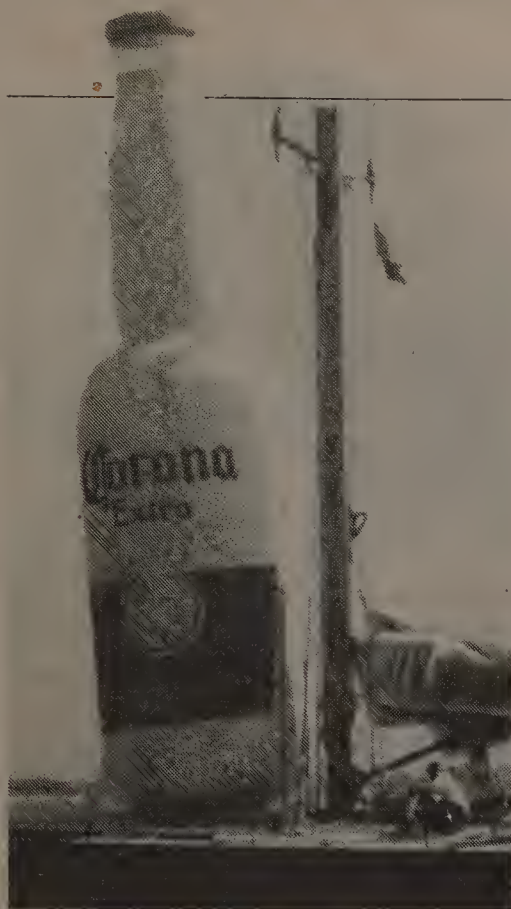
NEWPORT 30 — 1) **Topgallant**, Frank Hinman,

most part, *Victoria* was steered by owner Mike Campbell, although Kiwi rockstar Chris Dickson provided occasional relief.

Victoria was always first to finish, but was only able to correct out on Bob Richards' Reichel/Pugh 70 *Taxi Dancer* in the light-air races. *Taxi Dancer* has looked 'scary fast' since her recent re-configuration, which included a new bulb keel (with kelp-cutter) and a modified sail plan that added 2.5 feet to the length of the boom. Richards had the series wrapped up after seven races and sat out the last day — as did the other two sleds. *Sorcery* sailed the final race alone, which moved them into second place ahead of *Victoria*.

Probably the most intense racing took place in Class B, which was comprised almost entirely of Acapulco-based IOR boats. Less than three points separated the top four boats at the end of the regatta! During the glory years of IOR, most of these boats were active SoCal campaigners. It would seem the passage of time and their move to Mexico has done little to diminish the intensity of the competition.

Quintessence, Aaron 'Chatto' Saenz's fractional Reichel/Pugh 42, was the regatta's overall winner — a popular victory. *Quintessence* won half of the eight races in Class B, but several mid-class finishes kept her from ever opening up a comfortable lead in the



NANCY POTTER

MEXORC memories: Everything's big on 'Sorcery', but you should have seen the waitress who delivered it.

series. Saenz's fifth place finish in the last race was just good enough to claim class honors — 1.75 points in front of Antonio Elias' Frers 42 *Bandito* (ex-Jano). Elias obviously likes racing sailboats: he also campaigns the IMS Farr 52 *Lola Bon Bom* (ex-Full Cry) on the East Coast, and pre-

viously owned the globe-trotting SC 70 *Olé*.

In Class D, Ricardo Brockmann's *Iorana* rolled up an impressive 2-3-1-2-2-2-1 series. However, a premature start in the seventh race pushed this Beneteau First 42 back to second place behind Rafael's Ambrose's Peterson two-tonner, *Terral*. SDYC Staff Commodore Sandy Purdon finishing fourth in this eight-boat class, sailing the chartered Santa Cruz 40 *Osprey*.

Plans are already underway to hold MEXORC next year following Del Rey YC's February Puerto Vallarta Race. After that, it seems likely that MEXORC will revert again to being a biennial event held in odd-numbered years.

— tom leweck

CLASS A — 1) *Taxi Dancer*, R/P 70, 'RP' Richards, 12.75 points; 2) *Sorcery*, Mull 82, Jake Wood, 18.25; 3) *Victoria*, Andrews 70+, Mike Campbell, 20. (4 boats)

CLASS B — 1) *Quintessence*, R/P 42, Aaron Saenz, 21 points; 2) *Bandito*, Frers 43, Antonio Elias, 22.75; 3) *Saeta*, N/M 41, Rogilio Partida, 23.75. (7 boats)

CAPRI 37 — 1) *Dread Nought*, Laura Legorreta, 14 points; 2) *Crew 2*, A. Tapia, 15.5; 3) *Sirocco*, J. Martinez, 23.75. (5 boats)

CLASS D — 1) *Terral*, Peterson 42, Rafael Ambrose, 17.5 points; 2) *Iorana*, Beneteau 42, Ricardo Brockmann, 21.5; 3) *Melteme*, J/105, F. Guzman, 23.55; 4) *Osprey*, SC 40, Sandy Purdon, 26.75. (8 boats)

OVERALL — 1) *Quintessence*; 2) *Saeta*; 3) *Persephone*, R/P 42, Ralph Nelles. (24 boats)

FINAL MIDWINTER RACE RESULTS

5.25 points; 2) *Mariner*, Bruce Darby, 9; 3) *Zarpa*, George Gurrola, 14.75. (6 boats)
(4 races; 0 throwouts)

SUNDAY SERIES:

DIV. I (0-141) — 1) *Punk Dolphin*, Wylie 39, Jonathan Livingston, 3 points; 2) *Family Hour*, Olson 30, Bilafer Family, 11; 3) *Ono*, B-25, Doubek/Voss, 12. (10 boats)

DIV. II (144-168) — 1) *No Big Thing*, Wavelength 24, Charlie Hess, 9.5 points; 2) *El Gavilan*, Hawkfarm, Nick Nash, 11.75; 3) *Twilight Zone*, Paul Kamen, 12.75. (11 boats)

DIV. III (171-204) — 1) *White Satin*, Catalina 27, Steve Rienhart, 8.5 points; 2) *Temptation*, Cal 2-27, Rollye Wiskerson, 11.75; 3) *Latin Lass*, Catalina 27, Bill Chapman, 15. (10 boats)

DIV. IV (207-up) — 1) *Slippery When Wet*, SJ 24, Eric Wilbur, 5.25 points; 2) *Blue Meanie*, Santana 20, Nick Rau, 7.75. (4 boats)

SPORT — 1) *Smokin'*, Melges 24, Dave Oliver, 4.25 points; 2) *Windfall Prophet*, Ultimate 20, Bryce Griffith, 10.75. (2 boats)

OLSON 30 — 1) *Zephyros*, Cal Maritime Academy, 9.5 points; 2) *Hoot*, Andy Macfie, 9.75; 3)

Jack's Back, Jack Easterday, 10.75; 4) *E-Ticket*, John Notman, 15. (11 boats)

EXPRESS 27 — 1) (tie) *Frog in French*, Aimee Hess, and *New Moon*, Schumacher/Franklin, 7.5 points; 3) *Sweet Pea*, Karl Engdahl, 15. (9 boats)

OLSON 25 — 1) *Pulp Friction*, Carl Nunes, 9.5 points; 2) *Barking Dog*, Jeffrey Kroeber, 10; 3) *Honey's Money*, Jay Aiken, 10.5. (7 boats)

WABBIT — 1) *Tulawemla*, Mark Harpainter, 7.75 points; 2) *Kwazy*, Colin Moore, 10. (6 boats)
(4 races; 0 throwouts)

Corinthian Midwinters

PHRF I (0-90) — 1) *Fever*, J/35, Barry Danieli/Tim Russell, 10.75 points; 2) *Re-Quest*, Express 37, Glenn Isaacson, 15.75; 3) *Blue Dog*, 11:Metre, Ed Spori/Tim Wells, 16.5; 4) *Bodacious*, Farr 40, John Clauser, 18; 5) *Limelight*, J/105, Harry Blake, 22. (15 boats)

PHRF II (91-126) — 1) *Mischief*, Soverel 33, Bill Moore, 4.25 points; 2) *Petard*, Farr 37, Keith Buck, 7.75; 3) *Fire Drill*, Tartan Ten, Lambert Thom, 16; 4) *Expeditious*, Express 34, Bartz Schnelder, 19. (13 boats)

PHRF III (127-149) — 1) *Mintaka*, C&C 36, Gerry

Brown, 6.75 points; 2) *Blue Max*, Dehler 34, Jim & Diana Freeland, 12.75; 3) *Kelika*, Hunter 33.5, Michael Weaver, 18. (10 boats)

PHRF IV (150-186) — 1) *Another White Boat*, J/24, George Peck, 12.75 points; 2) *Animal Farm*, Wylie 28, Hans & Susie Bigall, 12.75; 3) *Sorcerer*, O&C 31, Greg Cody, 12.75; 4) *Summertime Dream*, Schumacher 26, Kyle Thomas, 17.75. (14 boats)

PHRF V (187-up) — 1) *Amante*, Rhodes 19, Kirk Smith, 5.5 points; 2) *Dulcenea*, Coronado 27, John Stivka, 8.75; 3) *Faraway*, O'Day 27, Jim Mueller, 12.75; 4) *Tutto Benne*, Ranger 23-T, Mike Warren, 18. (11 boats)

NON-SPINNAKER I (0-156) — 1) *Smogen III*, Custom 36, Julie Le Vicki, 7.5 points; 2) *Bacarar*, Peterson 34, Dave Reed, 9.5; 3) *Sea Ghost*, Beneteau 42, Ron Roberts, 13. (9 boats)

NON-SPINNAKER II (159-up) — 1) *Impetus*, SJ 30, Francis Hevern, 11.75 points; 2) *Patience*, Ranger 23-T, John Baier, 19; 3) *Tension II*, Cal 20, John Nootboom, 22.75. (13 boats)

SHORTHANDED — 1) *Emerald*, Yankee 30, Peter Jones, 4.25 points; 2) *Fast Lucy*, Nonsuch 36, Mai Jendresen, 10.75; 3) *Slipstream*, Farr 33, Greg Morris, 14. (8 boats)

THE RACING

Montgomery Securities Regatta

On March 16 at 11 a.m., the active members of the somewhat depleted local 11:Metre fleet arrived at the dock in front of Pier 4 and the South Beach YC to meet the president and members of the Bay Area Association of Disabled Sailors (BAADS). After visiting for awhile, we assisted several BAADS members on board our boats and went out for a series of short sails. Despite the light winds, a good time was had by all for the next two hours.

It sure humbles one to think that, "There but for the grace of God, go I." The BAADS members come from sailing backgrounds, some with lots of experience, others with less. Most importantly, the BAADS folks all get out there on the water, which is something most of us 11:Metre guys were not sure we'd have the guts to do if faced with the same physical challenges! It was a fantastic experience for all of us, and everyone would like to turn this into an annual event.

In exchange for the sailing, the BAADS leadership took one of their boats into the China Basin area and ran three superb short course races for our five-boat fleet (five other boats are still under repair after various disasters, but will return by May). The racing couldn't have been better, featuring warm weather and 10-12 knots of breeze.

John Sweeney and Tina Kleinjan sailed their recently purchased *Kokopelli* to an easy victory in the low-key series. Finishing behind them, in order, were *Ronstan*, *Blitz-*

krieg, *Sporl and Company* and *Montgomery Securities/Johnson Controls*. After not sailing as a class all winter, it was obvious that most of us needed the practice, especially with the for-money Spring Citibank Regatta coming up on May 18-19.

Thanks to all the boatowners and BAADS for a most pleasurable day. In particular, thanks to Peter Stoneberg of Montgomery Securities for hosting the regatta in fine fashion — he picked up the tab for entries, trophies and cocktails!

— mike ratiani

Box Scores

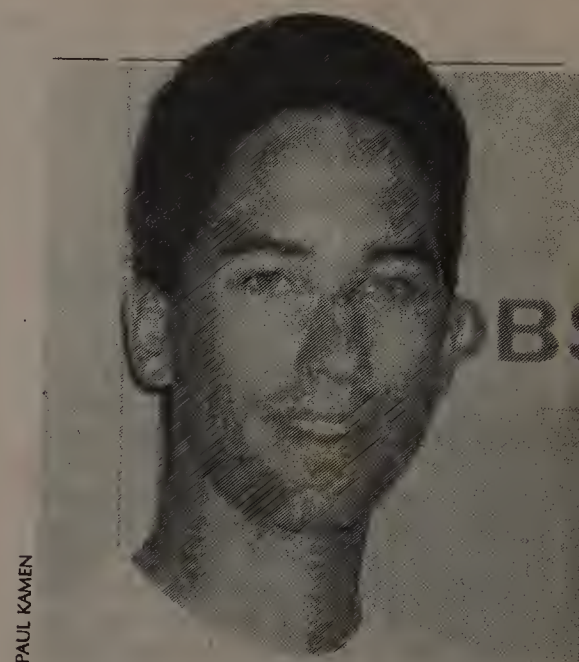
It's time to resort to 'box'scores' again, which can only mean one thing — that the pulse of local yacht racing is quickening. Winter's finally over, and the summer racing season is right around the corner!

KURT ZANE MEMORIAL (March 2 & 9):

1) *Friday's Eagle*, Mark Hecht, 5.75 points; 2) *Trey Shay*, John Jacobs, 7.75; 3) *Mona Too*, David Halaby, 7.75; 4) *Myst*, Bill Myers, 16; 5) *Outrageous*, Ken Speer, 17. (9 boats; 3 non-spinnaker races for Catalina 30s)

PERRY CUP FINAL RESULTS (MontPenYC):

1) Pax Davis, 21.25 points; 2) Tracy Usher, 50.25; 3) Jack McAleer, 61; 4) G.T. Koldjeski, 69; 5) Doug Baird, 78.25; 6) Park Densmore, 96; 7) Peter Bald-



PAUL KAMEN

Midwinter heroes: Sobstad employee Will Paxton beat the old guard (including his father Fred) in the El Toro, Sr. division of the RYC Midwinters.

win, 117; 8) Pat Bradley, 143. (16 boats; 18 races; 4 throwouts)

BYC/MYCO CHAMP-OF-CHAMPS (March 3):

RED — 1) *Absolute 88*, Wylie 37, Keith MacBeth; 2) *Frog in French*, Express 27, Kame Richards; 3) *Latin Lass*, Catalina 27, Bill Chapman; 4) *Slippery When Wet*, SJ 24, Eric Wilbur; 5) *Twilight Zone*, Merit 25, Paul Kamen. (7 boats)

BLUE — 1) *Hurricane*, Moore 24, Adam Sadeg; 2) *Madman X H20*, Santana 20, Steve Katzman; 3) *Fred*, J/24, John Todd. (5 boats)

WHITE — 1) *Run Wild*, Olson 30, Albert Holt; 2) *Friday*, Express 27, John Liebenberg. (3 boats)

FINAL MIDWINTER RACE RESULTS

MULTIHULL — 1) *E-2*, Tornado, Bill & Marie Erkelens, 3 points; 2) *Erin*, Antrim 30+, Dan Buhler, 14; 3) *Wingit*, F-27, Ray Wells, 16. (8 boats)

ETCHELLS — 1) *Wild Woman*, Kers Clausen, 9.75 points; 2) *Catch 22*, Hager/Fulweiler, 13.75; 3) *Lord Wallah Banjo*, Jeff Nehms, 14.75. (7 boats)

EXPRESS 27 — 1) *Sonita*, Craig Page/ Bill Melbostad, 6.25 points; 2) *Graeagle*, George Koch, 8.75. (5 boats)

OLSON 25 — 1) *Passing Wind*, Torsney/Dobie, 4.25 points; 2) *Alzora*, Rex Malott, 12. (7 boats)

MOORE 24 — 1) *Frenzy*, Lon & Susie Woodrum, 7.5 points; 2) *Concocheague*, John Collins/Steve Marsh, 8; 3) *Little Wing*, Jim & Peggy Plumley, 11.75. (7 boats)

HOLDER 20 — 1) *Confederacy of Dunces*, Spooze Syndicate, 3 points; 2) *Shareholder*, Gary Albright, 9. (6 boats)

KNARR — 1) *Emma Hamilton II*, John Colver, 6.5 points; 2) *Huldra*, Jim Skarr, 8.5. (7 boats)

TEAM TROPHY — 1) *San Francisco YC (Re-Quest, Amante, Mischief)*, 10.59 points; 2) *Bay Area Racing Federation (Confederacy of Dunces, Sum-*

meritime Dream, Concocheague), 10.184; 3) *Single-handed SS (Emerald, Dulcinea, Harp)*, 9.325. (9 teams)

(4 races; 0 throwouts)

Encinal YC Jack Frost Series

DIV. A (0-96) — 1) *High Strung*, Wylie 38, Gary & Martha Burbidge, 4.75 points; 2) *China Cloud*, J/40, Leigh Brité, 6.75; 3) *Bloom County*, Mancebo 31, Carl & Mark Ondry, 11.5; 4) *Jabiru*, J/35, Bill West/Brian Dunn, 11.75. (13 boats)

DIV. B (Sportboats) — 1) *20/20*, J/105, Phil Gardner, 4.75 points; 2) *So Long*, Santana 2023-R, Alfonso Sosa, 6. (5 boats)

DIV. C (97-129) — 1) *Insufferable*, N/M 30, Peter & K.D. Rookard, 2.25 points; 2) *Screamer*, Capo 30 mod., Dick Horn, 4.75; 3) *Swell Dancer*, Santana 35, Jim Graham, 11; 3) *Mad Hatter*, Wylie 34, Rich Fisher & Peg Hickman, 12. (15 boats)

DIV. D (ultralight) — 1) *Chesapeake*, Merit 25, Jim Fair, 2.25 points; 2) *Twilight Zone*, Merit 25, Paul Kamen, 6; 3) *Hot Rod Lincoln*, Moore 24, Charles Witcher, 9.75. (7 boats)

DIV. E (130-168) — 1) *Ono*, B-25, Chris Doubek/Fred Voss, 4.5 points; 2) *Uno*, WylieCat 30,

Steve Wanner, 4.75; 3) *It's Jazz*, Ranger 33, J. McFee/Ben Mewes, 9.75; 4) *Juggernaut*, Islander 36, Bill Parks, 12. (15 boats)

DIV. F-1 (169-196) — 1) *Lelo Too*, Tartan 30, Emile Carles, 4.5; 2) *Snow Goose*, Santana 30, Ted Mattson, 5.75; 3) *Serendipity*, Cal 29, Tom Burke, 11. (7 boats)

DIV. F-2 (197-up) — 1) *Maeve*, Thunderbird, Peter Gilson, 5.75 points; 2) *Pathfinder*, Ariel, Ed Ekers, 5.75; 3) *White Satin*, Catalina 27, Steve Rienhart, 8.75. (10 boats)

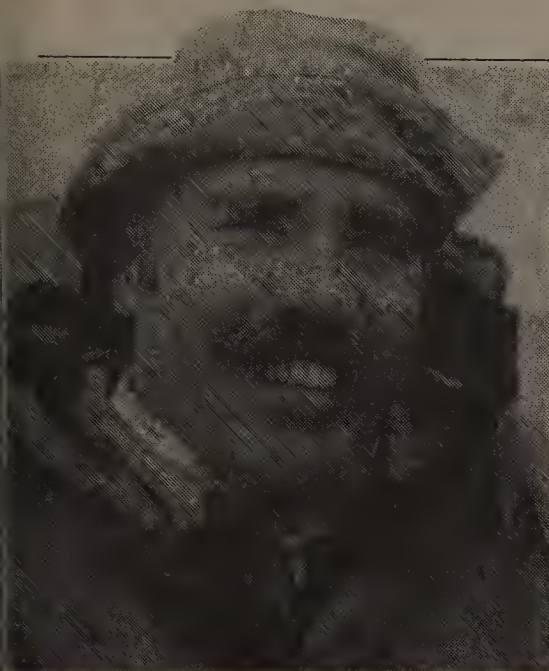
CATALINA 30 — 1) *Mona Too*, David Halaby, 2.25 points; 2) *Goose*, Michael Moradzadeh, 5.75; 3) *Trey Shay*, John Jacobs, 8. (9 boats)

CATALINA 34 — 1) *Mottley*, Christopher Owen, 4.5 points; 2) *Wind Dragon*, Dave Davis, 6.5; 3) *Orion's Way*, James Kennemore, 7. (6 boats)

SANTANA 22 — 1) *US 99*, Bob Barksdale, 2.25 points; 2) *Carlos*, Robert Ward, 6; 3) *Yacht Sea*, Joseph Schmidt, 6.75. (6 boats)

NON-SPINNAKER — 1) *Wlanno*, Catalina 42, John Sullivan, 2.25 points; 2) *Hobbs*, Nonsuch 33, John Adams, 7; 3) *Kanigo*, Ericson 41, Thomas Morgan, 9. (6 boats)

CHALLENGER — 1) *Gunga Din*, Jan Grygier, 2.25



LATITUDE/ROB

Kame Richards won the huge Express 27 class in the Berkeley Midwinters — by far the most competitive fleet in all the midwinters.

(1 race; overall champ comes only from the Red Division)

ULDB 70 '96 OFFSHORE SERIES (to date):

1) **Taxi Dancer**, R/P 70, Don Hughes/RP Richards, 28 points; 2) (tie) **Alchemy**, Andrews 70, Dick Compton, and **Mongoose**, SC 70, Joe Case, 18; 4) **Kathmandu**, SC 70, Lou Grasso, 15; 5) **Grand Illusion**, SC 70, Ed McDowell, 13; 6) **Orient Express**, SC 70, Peter Tong, 11. (9 boats; after 2 of 7 races)

SADIE HAWKINS RACE (IYC; February 24):

BIG SPINNAKER — 1) **Hurricane**, Moore 24,



LATITUDE/ROB

Road warrior Gary Albright took his third Holder 20 Nationals in a row at Lake Mead, NV. "Our class is making a comeback," he claims.

Amy Arnold; 2) **Takeoff**, Laser 28, Joan Byrne. (6 boats)

LITTLE SPINNAKER — 1) **White Satin**, Catalina 27, Laraine McKinnon. (4 boats)

NON-SPINNAKER — 1) **It's Jazz**, Ranger 33, Ruth Sommers. (3 boats)

OVERALL — **It's Jazz**.

JESTER DINGHY FROG REGATTA (March 9):

OPEN — 1) Jack Halterman, 24 points; 2) Paul Tara, 24.75; 3) Mike Egan, 27.75; 4) Chris Watts, 28.5; 5) Andre Lacour, 34.75. (23 boats)

WOMEN — 1) Pitter Fox; 2) Janey Larson. (3 boats)

HEAVYWEIGHT (> 200 lbs.) — 1) Mark Egan. (4 boats)

LIGHTWEIGHT (< 150 lbs.) — 1) Andre Lacour. (6 boats)

JUNIOR (< 18 years old) — 1) Casey Crum. (1 boat)

SENIOR (> 48 years old) — 1) Paul Tara. (6 boats)

(7 races, 0 throwouts on Schwan Lake)

LASER MIDWINTERS (Alamitos Bay YC; 3/16-17):

GOLD — 1) Alex Camet, San Diego; 2) Randy Lake, San Diego; 3) **Matt McQueen**, Danville; 4) David Loring, Columbia, SC; 5) Mark Mendelblatt, St Petersburg, FLA; 6) Charles Meade, New Orleans; 7) Alex Ascenios, Newport Beach; 8) Brett Davis, Largo, FLA; 9) Kevin Hall, Ventura; 10) John Torgerson, Annapolis; 11) Nick Adamson, Newport Beach; 12) Jason Rhodes, Vancouver; 13) Max Skelley, Havre de Grace, MD; 14) Rod Davies, Toronto; 15) Brian Camet, San Diego. (165 boats; 6 races, 1 throwout)

CONGRESSIONAL CUP (Long Beach YC; 3/12-16):

1) Gavin Brady, NZ, 15-3; 2) Thierry Peponnet, FRA, 15-3; 3) Peter Holmberg, US Virgin Islands, 13-5; 4) Peter Isler, San Diego, 9-9; 5) Scott Dickson, LBYC, 9-9; 6) Neville Wittey, AUS, 8-10; 7) Chris Law, UK, 7-11; 8) Sten Mohr, DEN, 6-12; 9) Morgan Larson, Capitola, 5-13; 10) JJ Isler, San Diego, 3-15. (10 contestants)

SOUTH BAY (SBRYA) MIDWINTERS OVERALL:

DIV. I — 1) **Hard Tack**, J/24, Charles Allen, 3.5 points; 2) **Tight Squeeze**, C&C 29, Wayne Yacoots, 3.5; 3) **Sundancer**, Hunter 34, Bob Carlen, 4.75; 4)

FINAL MIDWINTER RACE RESULTS

points; 2) **Runaground Sue**, J. Van Blarigan, 4.75; 3) **Murphy's Law**, Bill Murphy, 10. (6 boats)
(4 races; 1 throwout)

Golden Gate YC Midwinters

DIV. I (0-72) — 1) **Zamazaan**, Farr 52, Chuck Weghorn, 14; 3) **Dolphin Dance**, SC 50, Dave Sallows, 14.75; 4) **Oaxaca**, SC 50, Patti & Dick Cranor, 23; 4) **X-Dream**, Jeppesen 39, Steen Moller, 23.75; 5) **Jack Rabbit**, CM 1200, Dave & Jackie Liggett, 25.5. (17 boats)

DIV. II (74-99) — 1) **Yucca**, 8-Meter, Hank Eason, 11.5 points; 2) **Limelight**, J/105, Harry Blake, 16; 3) **Expeditious**, Express 34, Bartz Schneider, 16.75; 4) **Razzberries**, Olson 34, Bruce Nesbit, 17; 5) **Sundog**, Bianca 414, Bill Wright, 21. (12 boats)

DIV. III (100-153) — 1) **Power Play**, J/29, Gordon Smith, 7.5 points; 2) **Novia**, Cal 39, John Webb, 17.75; 3) **Harp**, Catalina 38, Mike Mannix, 19.75; 4) (tie) **Ixxis**, Olson 911-S, Ed Durbin, and **Giggleswick**, Beneteau 38.5, Brian Hall, 27. (20 boats)

DIV. IV (154-197) — 1) **Undine**, IOD, Adam Wheeler/Chuck Hawley, 7.75 points; 2) **Xarifa**, IOD, Paul Manning, 14.75; 3) **LeLo Too**, Tartan Ten, April

Storrs, 16.75; 4) **Hecate**, IOD, Dennis Jermaine, 17; 5) **Whitecap**, IOD, Tom Allen, 21.75. (13 boats)

DIV. V (198-up) — 1) **Dulcenea**, Coronado 27, John Slivka, 4.25 points; 2) **Shazam!**, Santana 22, Bud Sandkuila, 20; 3) **Freyja**, Catalina 27, Larry Nelson, 24; 4) **Crazy Jane**, Thunderbird, Doug Carroll, 25.75; 5) **Freja**, Folkboat, Ed Welch, 29. (18 boats)

BEAR — 1) **Smokey**, Steve Robertson, 10.75 points; 2) **Chance**, Glenn Treser, 11.5; 3) **Trigger**, Scott Cauchois, 14.75. (8 boats)

OVERALL (Seaweed Soup Trophy) — 1) **Dulcenea**, 4.25 points; 2) **Power Play**, 7.5 points; 3) **Undine**, 7.75. (80 boats)
(4 races; 0 throwouts)

Lake Merritt Sailing Club Edna Robinson Memorial Midwinters

EL TORO — 1) Walt Andrews, 103.5 points; 2) Jim Warfield, 88.5; 3) Pete Blasberg, 65.25; 4) Jim Cozine, 64; 5) Bob McKibben, 58. (19 boats)

LIDO 14 — 1) Joe Doering, 41.5 points; 2) Joe Davis, 27.25. (5 boats)

JY 15 — 1) Dan Ouellet, 49 points; 2) Laurel McDermott, 18; 3) Bill Beardslee, 14. (7 boats)

OPEN — 1) Vince Casalaina, Snipe, 18.25 points; 2) Del Locke, Holder 12, 8. (4 boats)
(12 races)

Oakland YC Brunch Series

DIV. A (0-188) — 1) **Chaos**, Columbia 5.5 Meter, Jim Warfield, 13.5 points; 2) **Shenanigans**, Merit 25, Cindy Surdez, 23; 3) **Uno**, WylieCat 30, Steve Wanner, 27.75; 4) **Jabiru**, J/35, Brian Dunn/Bill West, 36; 5) **Drummer**, Columbia 5.5 Meter, Alan Weaver/Warren Sankey, 36. (19 boats)

DIV. B (169-up) — 1) **Snowgoose**, Santana 30, Ted Mattson, 7.25 points; 2) **White Satin**, Cat. 27, Steve & Bob Rienhart, 9; 3) **LeLo Too**, Tartan 30, Emile Carles, 15. (11 boats)

DIV. C (non-spinnaker) — 1) **Spridle**, Catalina 22, Mike Faber, 4.25 points; 2) **Me Me**, Newport 30, Norm Guest, 12. (5 boats)
(4 races; 0 throwouts)

Richmond YC Small Boat Midwinters

EL TORO, JR. — 1) Ian Rogers; 2) Joey Pasquali; 3) Mike Beckley; 4) Abby Swann; 5) Ashley Frush; 6) Rob Horne; 7) Jody Prior. (26 boats)

THE RACING

Coyote, Wylie 34 mod., Nick Kluznick, 10; 5) **Impact**, Ericson 35, Lee Theriault, 14. (11 boats)
 DIV. II — 1) **Chablis IV**, Cal 25 Mk II, Dave Few, 3.5 points; 2) **Dancer**, Cal 9.2, Mike Dixon, 3.5; 3) **Attitude**, Cal 2-27, Rhett Smith, 4.75. (6 boats)
 (5 races; 2 throwouts)

Race Notes

Brady Bunch ratings soar: 22-year-old Kiwi **Gavin Brady**, a protege of Chris Dickson and Chris Law, came from behind in the last race to earn the coveted crimson blazer in Long Beach YC's 32nd **Congressional Cup**. Brady, ranked a lowly 84th on the world match race circuit, beat France's Thierry Peponnet by 24 seconds in that race to finish the series tied with the Frenchman at identical 15-3 records. However, Brady's two wins over Peponnet broke the tie. Crewing for Brady, who now resides in Annapolis, were a pair of sought-after locals, renowned Congo Cup tactician **Steve Flam** and trimmer Rich Matzinger. The series was marred by a bunch of collisions on the first day — in fact, only two of the ten contestants got their full damage deposits back at the end of the double round-robin series! See 'box scores' for the rest of the story.

Sale boats: The latest big boat to exit the Bay Area is this month's 'cover girl', Davis Pillsbury's 1983 Frers 45 **Camouflage**. The baby blue IOR warhorse was sold last month to Hernan Etcheto of Olympia, WA. Etcheto, the 'Cheese King of the Northwest', is moving up from an Olson 30. Pillsbury, an unrepentant boat junkie, still has about half a dozen

boats, including his latest restoration projects, a Herreshoff 28 and a Bertram 25 called, ahem, **.38 Special**. . . In another downsizing move, Kevin Meechan of Honolulu — who previously campaigned big rigs like *Urban Renewal*, *Warspite* and *Suicide Blonde* — now owns an Express 27 he re-named *Rumbleseat* (ex-**Leon Russell**). . . From down south, we hear that recent stinkpot convert **Tom Leweck** just couldn't handle the pain of being without a racing boat, and has bought Chris Collins' tricked-out Cal 20. . . The once-mighty Beneteau 40 **Coyote** was recently sold — apparently for a song — to someone who splits his time between Santa Cruz and Hawaii. The new owner, who prefers to remain anonymous, will apparently keep the one tonner over in Hawaii.

Cerveza Circuit, unplugged: Is it our imagination, or has racing to Mexico lately become as flat and stale as a warm, day-old Pacifico beer? Consider the following grim

statistics: San Diego YC's recent **Mazatlan Race** attracted only 14 race boats, of which only 10 actually finished. Long Beach YC's fall Cabo Race hosted a relatively large 24-boat racing fleet, but Newport Harbor YC's spring Cabo Race pulled in only 15. The Puerto Vallarta Race a year ago was down to only 10 boats. Cut these tiny fleets up into three or five divisions — and, frankly, the racing doesn't cut it anymore. Yet, it wasn't too many years ago that these events routinely attracted 40-50 boat fleets. What went wrong? What can be done to revive these formerly great events, so that the numbers will swell again? Somebody please do something — and quick!

World's largest charter fleet? The **One Design 48** class is growing by leaps and bounds, rapidly filling the void left in the wake of the IOR 50 class collapse. With five

LATITUDE/ROB



'Jackrabbit' was tossed from the last GGYC midwinter race. See 'Race Notes' to find out 'Y'.

FINAL MIDWINTER

EL TORO, SR. — 1) Will Paxton; 2) Gordon Nash; 3) Tom Burden; 4) Fred Paxton; 5) Jim DeWitt; 6) Chris Nash; 7) John Amen. (35 boats)

BYTE — 1) Michelle Logan; 2) Courtney Pelletier; 3) Trish Moratonia; 4) Tony Johnson. (14 boats)

LASER — 1) Vaughn Seifers; 2) Chuck Asper; 3) Kimbal Hall; 4) Steve Kellay; 5) Al Mirei; 6) Bill Wahlander; 7) Patrick Andreassen. (40 boats)

INTERNATIONAL CANOE — 1) Bruce Bradfute; 2) Dawn Miller; 3) Fran de Faymoreau. (5 boats)

SNIPER — 1) Howson/Howson; 2) Niccolls/ Niccolls; 3) Bennett/Hall; 4) Whitmore/Phillips; 5) Mack/Su. (20 boats)

I-14 — 1) Bates/Schmidt; 2) Wondolleck/Wondolleck; 3) Gremaux/Hanke; 4) Rand Arnold; 5) Rick Mills. (16 boats)

505 — 1) Collins/Richards; 2) Bart Hackworth; 3) Tobin/Walters. (7 boats)

JY-15 — 1) Dan Ouellet; 2) Bill Beardslee; 3) Andy Keane; 4) Bill Ostrander. (9 boats)

LIDO 14 — 1) Joe Doering; 2) Doug Hamilton. (4 boats)

LASER II — 1) Gilmour/Malpas; 2) Sjoberd/Nash; 3) Need/Bell; 4) Rettinger/Freitas. (10 boats)

FJ — 1) Jessica Amen; 2) Mark Sutton; 3) Linda

Brandon; 4) Slocum/Slocum. (9 boats)

THISTLE — 1) Kristofer Vogelsong; 2) Ron Smith; 3) Eric Stoettin. (8 boats)

WABBIT — 1) Colin Moore; 2) Mark Harpainter; 3) Bill Gardner; 4) Jerry Keefe. (9 boats)

PORTSMOUTH (monohull) — 1) Vince Lyddanne, Daysailer; 2) Dave Misunas, Daysailer; 3) Mark Briner, Johnson 18; 4) Ted Rogers, Cal 20; 5) Hester-Burn Callender, Cal 20. (15 boats)

Santa Cruz YC Midwinters

CREWED — 1) Octavia, SC 50, Shepp Kett, 3.75 points; 2) **Special Edition**, Wilderness 30, Eric Sultan, 9.75; 3) **Animal House**, Olson 30, Lezin/Akrop, 21; 4) **Great Pumpkin**, Moore 24, Jim Maloney, 23; 5) **Hanalei Express**, SC 27, Sturgeon/Schuyler, 35; 6) **Snafu U**, Moore 24, Mark Berryman,

37; 7) **Bullet**, Olson 30, Mike Gross, 40; 8) **Jersey Girl**, SC 27, Greg Miller, 44; 9) **Summertime**, Moore 24 prototype, Dennis Bassano, Jr., 46; 10) (tie) **Flying Squirrel**, SC 33, Jack Gordon, and **Capital Affair**, Olson 30, Bill Host, 47. (25 boats)

DOUBLEHANDED — 1) **Nighthawk**, Hawkfarm, John Siegel, 10.25 points; 2) **Moonchild**, Olson 25, Tim Kilbert, 13; 3) **Sumo**, SC 27, Jim Livingston, 14.5. (7 boats)

(6 races; 1 throwout)

Sausalito CC Midwinters

DIV. I (spinnaker) — 1) **Hot Flash**, J/30, George Kokalis, 4.25 points; 2) **Perezoso**, Excalibur 26, Denny Sargent, 8.75. (5 boats)

DIV. II (non-spinnaker < 190) — 1) **Jammin' Too**, Catalina 36, Michael Smith, 4.25 points; 2) **Amanda**,

of these R/P designs already sailing, and three more underway at TPI in Rhode Island, the class appears to be fully launched. But so far, only the first three boats have actually been sold — *Leading Edge* (Gene Mondry), *Windquest* (DeVos family and John Bertrand) and *Abracadabra* (Jim Andrews). Hull numbers four and five are currently chartered to European clients; presumably hulls six through eight will be available for charter/sale by mid-summer. The exciting new fleet heads west in a few months to race in the Kenwood Cup and the Big Boat Series — check 'em out when they come to town! Meanwhile, if you want to help the fleet out, buy lots of Amway products (DeVos is CEO).

Hawaiian eye: The wildly popular **West Marine Pacific Cup** continues to be oversold, with 73 boats wanting to fill the available 61 spots (recently bumped up from 55). If anyone gets turned away — which is beginning to look possible for the first time in the history of the race — they can still volunteer be the communications vessel. "We're actively looking for a boat to fill this role," said PCYC staff commodore Jim Quanci, who can be reached at (415) 441-4461. Another alternative would be the **Vic-Maui Race** on June 25-29. To date, 14 boats have signed up for this sprint from Victoria to Lahaina. Three turbo sleds — *Cheval*, *Pyewacket* and Tony Sessions' *Luna*

Barba (ex-Silver Bullet) — will attempt to break *Merlin's* 1991 record of 9 days, 23 hours and 15 minutes.

Additionally, a trio of Whitbread 60s have indicated an interest in joining this '**clash of titans**', using it as a possible feeder to the Kenwood Cup. The three are Neil Barth's *America's Challenge* (ex-Yamaha), Ross MacDonald's *Canada's Pride* (ex-Heineken) and the French-owned *Corum* (ex-Tokio). The 2,308-mile course, heavy on power reaching, would be ideal for W-60s — but apparently the first two will only go if the French boat shows up. Other notable entries in the Vic-Maui Race include Jerry Jensen's familiar Farr 48 *Sanguind*, the Davidson 72 *Cassiopeia* and the gigantic Owens 102 *HMCS Oriole*. Tony Sessions' company just put up a **\$9,999 (U.S.)** purse for the first boat on corrected time under the IMS rule, a move sure to heighten interest in the race.

Meanwhile, the **SSS TransPac**, which departs the Golden Gate on June 29, should see between 13-15 starters — about status quo for this traditionally low-key run to Hanalei Bay. So far, nine intrepid solo sailors have signed up, including two women, Pat Zajac (*Rusalka*, Cheoy Lee OS 40) and Terry McKelvey (*Sensei*, Cal 2-27). The other early entries are Rob Macfarland (*Tiger Beetle*, Newport 33), Ed English (*Orange Blossom Special*, Beneteau 357), Bruce Schwab (*Rumbleseat*, 30 Square Meter), Doug Graham (*Big Dot*, Pacific Dolphin), Fred Hess (*Bravo*, Pretorien 35), Tony Carr (*Tease*, Hobie 33) and multiple race veteran Ken 'The General' Roper (*Harrier*, Finn Flyer 33). Smart money's currently on *Rumbleseat*, but the betting windows definitely aren't closed yet. Call Shama Kota at (415) 332-5073 for more info on this classic race.

Can of worms: Inevitably, the 'Y' flag rule came back to haunt the light air **Golden Gate Midwinters** last month. *Jackrabbit*, which ostensibly won Division I overall, plummeted to fifth place after being disqualified in the final race for not complying with the mandatory life jacket rule. *Jarlen* was likewise DSQed, and two other boats (*Equanimity* and *My Rubber Ducky*) simply withdrew. Steen Moller of *X-Dream* instigated the proceedings, and the race committee had little choice but to enforce their own arguably misguided rule. From our observation, a lot more than four boats were guilty, and the punishment was meted out unevenly (e.g., why wait until the last race?). Several prominent boatowners have already indicated to us that they'll boycott this otherwise fine series next year if the 'Y' flag flutters again. Should the GGYC board of directors cave in, or hold the line?

Exit, stage right: Rumor has it a well-known Seattle sailor is contemplating buying

the still highly competitive R/P 50 **Morning Glory**, which is languishing on the hard at Anderson's in Sausalito. Meanwhile, Hasso Plattner's new R/P 80 of the same name, which got a glowing two-part review in the last few *Seahorse* magazines, is currently in Acapulco enroute to San Diego. Her discouraged delivery crew is faced with sailing the boat north from Mexico, as their sail-drive just blew up. Once in the States, the boat will have a new keel and carbon rig installed before heading off to face *Sayonara* at August's Kenwood Cup. . . . Speaking of 50-footers for sale, a pair of SoCal Santa Cruz 50s recently found new homes in quieter pastures up north. The IOR-oriented SC 50 **Rompecabezas** (ex-Earl of Mar) has been bought by Bill Elmer of Seattle, while **Bombay Blaster** is now owned by Ross Mathewson of Victoria.

Eighteen months and counting: Alan Andrews was recently in England to tank-test hull and keel designs for the Whitbread 60 he designed for boat collector Neil Barth, who currently still owns *America's Challenge*, *Persuasion* and *Growler*. Further evidence that Barth is quite serious about the upcoming Whitbread Race is **Kimo Worthington's** recent addition to the syndicate's braintrust. Kimo was hired as the sailing director/coach for the *America's Challenge* program, a position which apparently doesn't require him to actually have to sail in the brutal race. Hopefully, Barth will secure the sponsorship money he needs to get the project to the starting line in Southampton, England, on September, 1997.

Sled gossip: **Taxi Dancer's** markedly improved performance since her recent keel and sail plan re-configuration has got all the sled owners a bit bunched up. **Grand Illusion**, in fact, recently went to Reichel/Pugh for similar modifications. . . R/P were also the architects behind *Pyewacket's* extensive renovation, which is now basically done. *Pyewacket's* new bulb keel is rumored to be a foot deeper than the 10-footers that *Cheval* and *Victoria* are sporting. The three turbo-sleds will meet for the first time at **Cabrillo Beach YC's Spring Turbo Regatta** on April 20-21. No one — least of all us — has a clue who will win the four-race series. . . *Cheval* has moved from Long Beach to Cabrillo Beach because their new keel proved troublesome at low tide, and *Victoria* may soon have to follow. Meanwhile, the SC 70 **Kathmandu** has joined the Long Beach fleet, under charter for the season to sled newcomer Lou Grasso of Newport Beach. . . *Alchemy* beat eight other sleds in the Catalina Island and Return Race, the second race in the '96 Offshore Championship (see box scores for cumulative results).

Random notes: Bill Koch's **America**³

RACE RESULTS

Newport 30 Mk. II, Pat Broderick, 5.5. (4 boats)

DIV. III (non-spinnaker > 190) — 1) *Tackful*, Santana 22, Kathy Stierhoff, 4.25 points; 2) *P-Trap*, Cal 20, Kali Murry, 7.25; 3) *Homus*, Ericson 27, Josh Dvorson, 12. (8 boats)

(5 races; 1 throwout)

Sausalito YC Midwinters

SPINNAKER — 1) *Absolute* 88, Wylie 87, Keith MacBeth, 6.75 points; 2) *Miramar*, Frers 41, Dennis Robbins, 7.75; 3) *Dulcinea*, Coronado 27, John Slivka, 7.75; 4) *Razzberries*, Olson 34, Bruce & Lina Nesbit, 9.75; 5) *Perezoso*, Excalibur 26, Davis/Nehms, 17. (14 boats)

NON-SPINNAKER — 1) *Bacarai*, Peterson 34, Dave Reed, 2.25 points; 2) *Sally Ann*, Express 37, Mike Franchetti, 6.75; 3) *Suncatcher*, Nonsuch 22, Sandra Bushmaker, 8; 4) *Roebot*, Catalina 30, Rod Decker, 13; 5) *Tackful*, Santana 22, Frank Lawler, 13. (14 boats)

SHORTHANDED — 1) (tie) *Starboard Attitude*, Islander 28, Chuck Mellor, and *Nordlys*, Knarr, Joel Kudler, 4.5 points; 3) *Fast Lucy*, Nonsuch 36, Mal Jendresen, (5 boats)

(4 races; 1 throwout)

THE RACING SHEET

Foundation recently closed its doors, ending speculation that Bill might support a third bid for the Auld Mug. However, Koch will continue to personally support our Olympic sailors. . . The first **Mumm 30** arrived in the Bay Area in mid-March, and it looked fast just sitting on its trailer in front of Sausalito's Lager Yachts. The boat, hull #15, should be sailing by the time you read this. Call Don Jesberg at 332-9500 to arrange a test sail — and then hold on! A Mumm 30 was recently clocked at 25 knots in the Air New Zealand Regatta! . . Speaking of which, Colin Case's squeaky new Schumacher 39 **Recidivist** debuted in that event, coming in mid-fleet. Case and crew experienced the usual learning curve/debugging problems (e.g., DNFing a race with steering problems), but everyone was quite happy with the "beautiful and fast" new boat.

Hat trick: Gary Albright of Richmond YC won his third consecutive **Holder 20 Nationals** on March 14-16 on Lake Mead, Nevada (near Las Vegas). Sailing *Share-Holder* with boat partner Jim Olivero and San Diego sailmaker Steve Ross, Albright took the 7-race, 1-throwout regatta with breathing room. Ten boats competed, representing five Western states. *La Pepita*



Lethal weapon: What you don't get with the new Mumm 30 is part of its appeal — running backstays, overlapping jibs, and pro drivers.

(Mike Kratz, San Diego) was the runner-up, followed by *Hold On!* (Keith Sternal, San Diego) in third.

Odds and ends: According to local measurer Dick Horn, there are "about **75 IOR** and **700 IMS** certificates currently on

file in the U.S. — about the same as last year." . . **Stephanie Wondolleck** steered the J/24 *Ooops!* to victory in SFYC's all-women Shellabarger Regatta last month. The race was 'lightly attended'. . . Olympic hopeful **Russ Silvestri** came in third in the Finn Nationals, held March 8-10 in Corpus Christi, Texas. John Porter (Savannah, GA) was the overall winner; Ian Ainslie (Durban, RSA) was second. Dave Shelton (Santa Cruz) was tenth and John Callahan (San Francisco) was 16th in the 20-boat fleet.

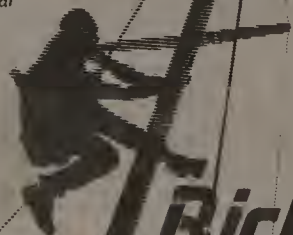
Waterworld: **Steve Fossett** notched another course record in late February, sailing his 60-foot trimaran *Lakota* from Newport Beach to Ensenada in just 7 hours, 35 minutes. *Lakota's* time over the 125-mile race track was almost an hour better than Dennis Conner's previous milestone, set in the '94 Ensenada Race in his 60-foot cat *Stars & Stripes*. Fossett's next record assault will be on the San Francisco to Shanghai clipper route, a 7,200-mile passage. He'll be joined on that adventure by regular crew Brian Thompson, Ben Wright and Mill Valley multihuller **Peter Hogg**. "We'll leave on May 1, weather permitting," said Hogg. "Figuring an average of 300 miles a day, we should be there in 24 days or under."

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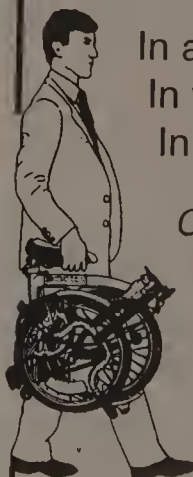
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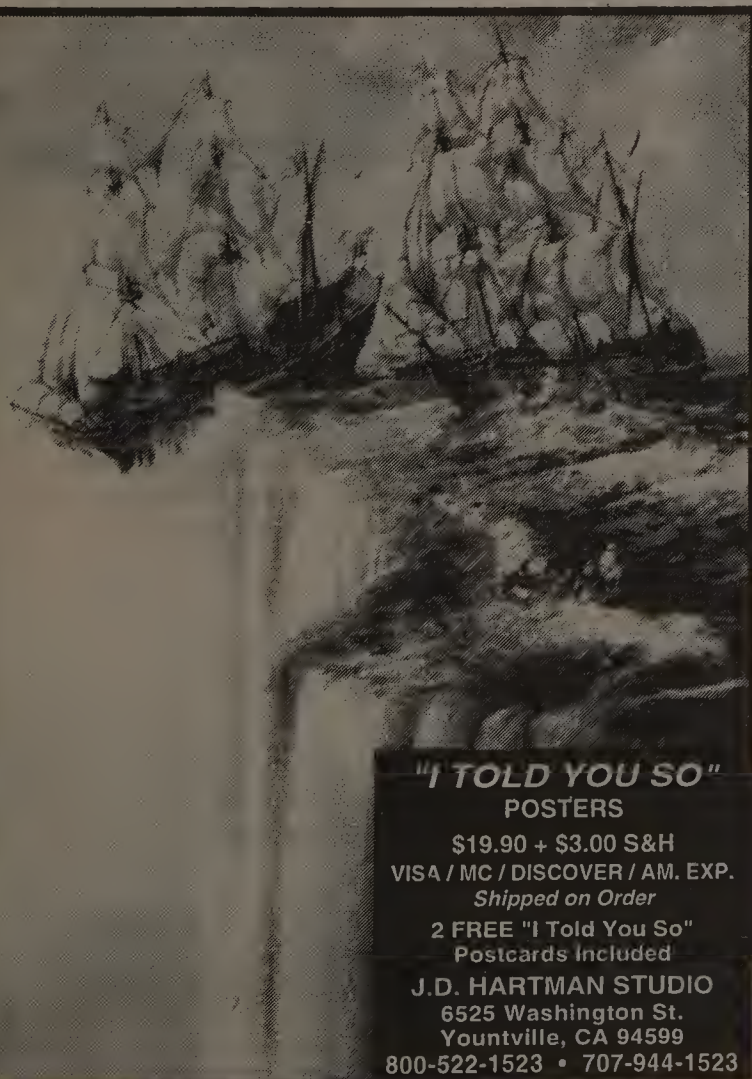


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CHANGES

With reports this month from 'Quest' on Bernie passing on the mike for the Southbound Net; from 'Blarney' on sailing the Ha-Ha with two young boys; from 'Tigger' on watching the Super Bowl in New Zealand with other cruisers; from 'Velvella' on cruising to the Caribbean aboard a Piver trimaran; from 'Galatea' on Susan Lindsay's underwater artwork; from 'Sea Otter' on the joys of the seldom-visited Gulf of Fonseca; from 'Panacea' on spending hurricane season in American Samoa; and lots and lot of **cruise notes**.

Quest — Tayana 37 Bernie & June Francis The Southbound SSB Net (Bremerton, WA)

We'd like to thank everyone for helping us make the Southbound Cruiser's Net (aka 'Bernie's Net') — 4051.0 or 4060.0 on SSB — such a big success.

When we left San Francisco in March of '94, the net consisted of just six boats talking to each other in the evening. Out of this modest beginning grew the current net, with a roster of over 250 participating boats. During the busy season — from January to March — we had an average of 75 boats check in nightly. Although the bulk of the traffic is to and from boats on the west coast of Mexico, there are also boats participating from as far away as Costa Rica, Belize, and the Rio Dulce.

Because we were both the overall net managers as well as the net controllers, we've had the pleasure of meeting and getting to know many of the cruisers who have used the net. We've truly enjoyed running it and providing a badly-needed SSB service.

But now the time has come for us to move on to new cruising grounds, so we've

assistant. We and Quest are now on our way to the Caribbean — with plans already in mind to start an evening SSB net there.

We would like to give a big thanks to Peter on *Kia Ora*, Ted and Heather on *Tether*, and Lori on *Sierra Express*, for giving us a break from the radio three nights a week so we could have a social life, too. Thanks also go to Ken of *Pelagic* and Loraine of *Iolanthe* for helping out last summer when we were off the boat for three months.

Running the Southbound Net was fun for us, and we thank everyone who helped make it so successful. And now, as I've said hundreds of times at the end of each evening on the net: "Thank you everyone for participating, and this is Quest, Whiskey, Uniform, Kilo 4582 . . . out."

— bernie & june 2/27/96

Bernie & June — While we never had the pleasure of joining in on your net, we heard many good reviews. Congratulations. We'll be listening for you on SSB frequencies in the Caribbean.

Now for the \$64,000 Question: Why is it that ham nets have remained so strong in Mexico and the eastern South Pacific, while SSB is the preferred mode of communication around New Zealand, Australia, the Med, the Atlantic, and Caribbean?

Nobody ever called us 'Sparks', but as best we understand it, the two advantages of ham radio are phone patches back home — when available — and the rare occasions when, code but not voice transmissions, can get through. Of course, in the latter case it doesn't do you any good unless you know code as well as Pete Sutter.

As we understand it, the advantage of SSB is that you don't have to learn code to legally use it. Since the single advantage of SSB greatly outweighs — in the minds of modern folks — the advantages of ham, we expect SSB nets to proliferate in Mexico in the upcoming years.

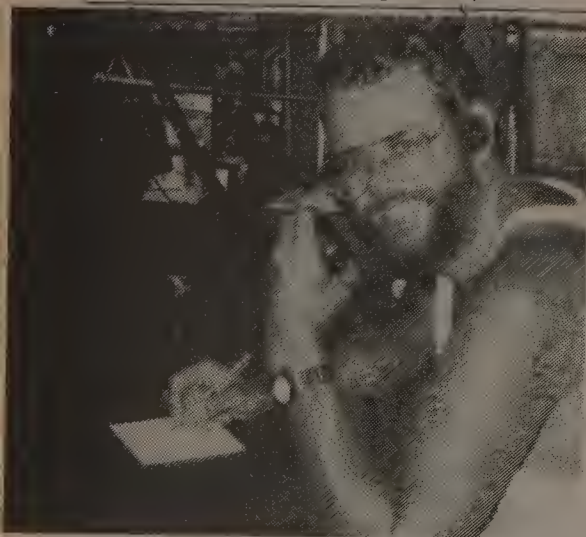
The one nice thing is that some manufacturers — such as SEA and Furuno — have finally been offering one radio that allows legal transmission on both the ham and SSB frequencies. Why buy anything else?



Blarney³ — Morgan 38 Sheila Maher & Family Mother Knows Best (Alameda)

Last summer my husband Chris mentioned that his company, UK Sailmakers, had agreed to be one of the sponsors in Latitude's Baja Ha-Ha Cruisers Rally from San Diego to Cabo San Lucas. He also mentioned that it would be fun if we entered our boat with our family — including our young sons Patrick and Thomas — as crew. Chris always has grandiose plans, so I didn't really take him seriously. Besides, there were two big obstacles: 1) Chris had a job, and 2) the boys needed to attend school.

Even when I read in print that our Morgan 38 *Blarney³* was entered in the Ha-Ha, I still didn't believe we'd actually do it.



JUNE FRANCIS

This has been a familiar position for Bernie ever since he started the very popular 'Southbound Net' on SSB. He's now passed on the mike.

had to turn over the net. As of mid-March, Roxanne of *Palio* will have taken over as net manager, with Neal on *Carousel* as her

BOTH PHOTOS COURTESY OF BLARNEY



trying to identify them from guidebooks. The ocean is a great classroom. As for the drawings the boys made and the journals they kept, these will be wonderful keepsakes.

The question other mothers ask me most often is how I could stand being in such a small space with two active boys and a husband for 24 hours a day? I have to admit, it didn't sound very inviting to me, either. As it turned out, when children have mom and dad's undivided attention — without competition from phones, televisions, and work — they're a lot of fun to be around.

As for my husband Chris, let's just say thank god we had a dinghy! He loved to take the boys and either go ashore or just visit other cruisers and do what he loves most — talk about boats.

The best part of cruising — other than experiencing Nature up close — was meeting other cruisers. I found that people are much more content and friendly when they're out sailing. We met some really interesting and fun people. Everyone was so nice to us and our boys — and it was fun to watch our kids interact with all the other kids and adults. As for the people of Mexico, they were also so nice — although Thomas didn't understand why they always wanted to pet his red hair.

The trip from San Diego to Cabo took nine days, including stops at Turtle Bay and Bahia Santa Maria. Other than one electrical storm, the trip was great. We brought along Dominic, an expert at sail repair, along as crew. It was great to have him along — especially for help with the night watches.

The beach party at Turtle Bay was amazing! Seventy dinghies lined up along the beach, with a generator for music and a blender for drinks concocted by Pete Caras, the Grand Poohba of the event. We turned over a dinghy to serve as a table for a potluck, and it became the social affair of the event.

After a week in Cabo, we took our time sailing up to La Paz and then out to the nearby islands. The fishing and snorkeling were incredible! *Blarney*³ is now waiting for us to reclaim her in April for Sea of Cortez Sailing Week. Thank goodness Chris's partner Bill Columbo takes great care of the loft, which allows us to go and do what most boatowners only talk about.

This mother agrees that you should 'just do it'. It's really not that hard. The kids enjoyed themselves, too. Patrick has a couple of Baja Ha-Ha T-shirts; he thinks they are so cool that he wears them to school at least a couple of times a week!

— sheila 2/15/96

Cruising with kids certainly isn't easy, but it's not as hard as some people think. But think of the rewards — an unusually close-knit family.

In fact, I didn't emerge from denial until I found our family and our boat in San Diego the week before the early November start. It was then that I panicked!

Our family and friends had mixed feelings about our plans. Some people told us we were so lucky to be able to give our boys such a wonderful learning experience. Other people thought we were absolutely crazy. "How could you," they'd ask, "take your children out of school for a month and a half? How can your husband stay away from work that long?"

Chris was always quick to remind me that going on the Ha-Ha was work! That we'd be testing cruising sails and would be meeting

the other skippers — potential clients, discussing what they liked and didn't like in sails. But somehow — when we were snorkeling in the crystal clear water and basking in the sun on perfect beaches — it didn't feel all that much like work.

As it turned out, the boys didn't at all mind having school aboard our Morgan 38. We were very fortunate in that Patrick's second grade teacher and Thomas' kindergarten teacher were so wonderful to send their school work along with us. It really didn't take much time each day for the boys to complete their school work, and we used Mother Nature as our instructor the rest of the time.

It was wonderful for me to sit on the bow with the boys and watch how excited they'd get when hundreds of dolphins jumped around our boat. And when they saw birds and fish, they'd become very animated

CHANGES

Tigger — N/A
Dave & Sharon Ragle
Whangarei, New Zealand
(Katy, Texas)

Greeting from Aotearoa — the Land of the Long White Cloud — New Zealand. You often publish photographs of exotic places or exotic happenings — and we hope this qualifies. The accompanying photograph is of the gang attending the (maybe) first-ever Down Under Super Bowl at the new Town Basin Marina in Whangarei.

Due to the kindness of relatives of Jan and Bruce of *Justice*, we had front row seats to the Super Bowl — only 10 days after the real event took place. Jan and Bruce's relatives had been good enough to video the Super Bowl for us and then express mail it down to us so we could have an excuse for a party. The few in our group who already knew the final score were good enough to keep it to themselves, making it a 'fresh' game for the rest of us. We really liked Connie of *Tres Locos*; even though she knew Dallas was going to win, she kept rooting hard for Pittsburgh, hoping against hope that somehow the score would change the second time around!

The Super Bowl Party was held at the new marina office, to which some of the cruisers brought televisions. Once the VCR was hooked up and drinks and snacks prepared, the game commenced. The Kiwis who wandered by wondered what all the shouting was about. But they were tolerant because a Kiwi watching a rugby match can easily outshout cruisers watching a week-old football game.

When the drinks were drunk, the snacks eaten, the shouting quieted and the game over, we all agreed it was the most enjoyable get-together. We also agreed that the highlight of the evening was some of the best \$5 million minutes we had seen in a long time: the commercials! But then those of us

A sight to bring tears of joy to the National Football League: cruisers in New Zealand gathering to watch a video of the Super Bowl.



COURTESY TIGGER



Down Under are easily amused.

Attending the event were Jan & Bruce Lenkeit of the San Diego-based *Justice*; Connie & Dik Haddoy of the Bellingham-based *Tres Locos*; Suzanne & John Gideonse of the New Jersey-based *Zeelander*; Bob Ashton of the New York City-based *Chandelle*; Roger & Sharon Upton of the Vancouver-based *Morning Star VII*; Jay & Debby Miuman of the Marina del Rey-based *Que Sera*; Deborah & Mark Menagh of the Alameda-based *Eagle's Quest*; Stan & Irene Willey of the Seattle-based *Solar Wind*; and ourselves. Also attending was Doug Meridith, who with his wife Reva, ex-pats both, have the wonderful restaurant called Reva's right in the marina.

— dave & sharon 2/27/96

Dave & Sharon — Sounds like a great time. It's also good to get an update on Deborah and Mark Menagh. For readers who don't remember, it was the Menagh's boat getting towed from San Diego's La Playa Cove, and Deborah's willingness to allow the publication of her holding up a pair of bikini underwear that were instrumental in getting relations with the San Diego Harbor

In Puerto Rico during last summer's two hurricanes, Conners and his tri didn't get 'Marilynized' like the little boat in the inset.

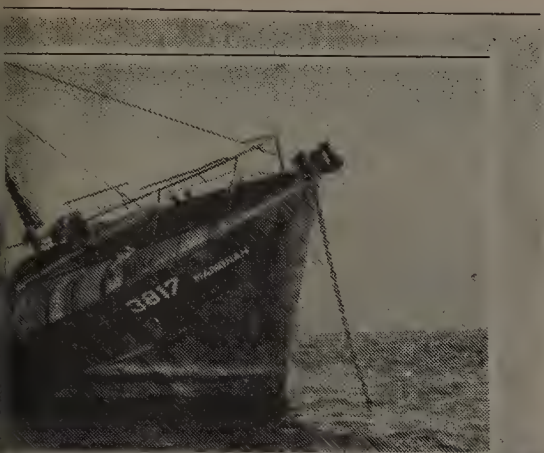
Police turned around. The Menaghs probably didn't know it at the time, but they did a very good thing. Thanks from all of us.

Velella — Victress 40 Tri
Jerry Conners
California To The Caribbean
(Berkeley)

It was a quarter of a century ago that Mill Valley's Arthur Piver — the in-your-face advocate of homebuilt trimarans — departed C dock of Kappa's Yacht Harbor in Sausalito on his ill-fated final voyage.

"I saw him off," recalls Jerry Conners of *Velella*, the Berkeley-based Piver designed 40-ft tri. "Art was intending to sail 400 miles offshore in order to make a 900-mile passage to San Diego that would serve as a qualifier for a long distance ocean race. He was aboard a poorly-built and poorly equipped 26-ft trimaran of his own design. Nobody, of course, ever saw another trace of him or the boat."

Conners says it's impossible to know what happened to the controversial Piver. "There weren't any storms, so it's improbable that the boat broke up. Piver might have fallen



BOTH PHOTOS LATITUDE 38/RICHARD



overboard, because he was at times reckless. One night, for example, we were sailing a Nimble trimaran across the Potato Patch together when the club jib twisted around the forestay. Although Piver wasn't wearing a harness, he just ran up to the bow and untangled the sail anyway. He could be crazy that way. It's also noteworthy that he wasn't in the best of health. He only had one kidney, and his doctors had told him not to sail offshore singlehanded."

With the disappearance of Piver, multihull sailing lost one of its most vocal — and sometimes obnoxious — voices. But that voice is still occasionally heard in the exploits of folks like Conners and trimarans like his 40-ft Victress *Veleva*. It was 33 years ago that Conners started building his boat of glass over ply with douglas fir framing — about the most basic of boatbuilding materials. Conners has subsequently lived aboard her for the last 29 years in places like Kappas Marina, Bel Marin Keys, Red Rock Marina, Berkeley Marina, and during the summers, in the Delta. For the last six years, Conners has been cruising her from Mexico to the Eastern Caribbean. We met up with him in February at the Gustavia anchorage at St. Barts.

In a time when most relationships with

boats are usually under five years, Conners is still in love with *Veleva* after three decades. "She's my home and my beautiful girlfriend. I've been very pleased with her."

The common misconception among the general public is that full time cruisers are either independently wealthy or have retired from jobs or business that afforded them astronomical incomes. Conners is a case in point that this isn't true. Although a biologist by training, budget cuts during the Nixon administration resulted in his having to do "flea market work" and then later remodeling homes and boats. "I was a handyman," he says. "I can do anything."

Despite an average income over the years, Conners reports that he's nonetheless been able to cruise happily on the money he was able to set aside. That's possible because cruising only costs him about \$500/month. "About half of that goes to things like boat repairs, fuel, port fees and spares — of which I carry a lot. The other \$250 is for my personal monthly expenses such as food. It hasn't been hard, because I enjoy being alone. The sparsely populated and visited islands in northwest Panama, for example, were much to my liking. We took three months to get from Costa Rica to the Canal Zone, and it was really great. Furthermore, the Panamanian officials didn't even care that we didn't check in for months."

According to Conners, he could even get along on less than \$500/month. "Anytime I cared to, I could hole up for a month and not spend a cent."

One of the few times Conners has had to spend money on *Veleva* was after attempting to sail from Panama's San Blas Islands to Cartagena in February — one of the most notoriously rough passages in the world of cruising. "We — which included my then girlfriend Suzanne McMillian of Berkeley and my son Jay from Richmond — got hit by 55-knot winds and 30-foot seas," recalls Conners. "Reaching along at seven knots under working jib alone, we were taking a severe pounding under the starboard bunk. When I built the boat I had argued with Piver about the thickness of the ply for the 'tunnel'. I felt it needed to be 3/4-inch for strength, but he insisted on 1/4-inch to keep the boat light. I decided to take his advice — which in retrospect wasn't very smart."

"During the pounding on our way to Cartagena, the tunnel flexed so much that it broke all the glue joints loose. Then we

heard a terrible 'riiiiiippppp' sound in the middle of the night. We thought it might have been someplace on the mainsail, but in the morning we discovered that it had been the fiberglass cloth of the 'tunnel' ripping.

"After two days of very heavy weather sailing, I stepped down in the main hull and into water! Suzanne figured it was all over for us and began to freak. I was forced to order her to her bunk because I already had enough to worry about. Meanwhile Jay and I got to work bailing with buckets and later the big Edson pump. It was still blowing very hard, so we headed off for Isla Providencia with a two-foot wide hole in the crossarm.

"When we got to Providencia — which is a lovely Colombian island just 100 miles off the coast of Nicaragua — we put the boat on the beach, located repair materials, and fixed the damage. It wasn't a particularly hard job, the locals were all very friendly, and my son even managed to party every night.

"Once the boat was repaired, we headed up to Honduras and the Rio Dulce — which in my estimation is an incredibly beautiful place. You cross the river bar and head through a fantastic limestone gorge with birds flying all around. In the days of the Spanish rule, longboats were used to pull treasure-laden Spanish galleons over the bar and up the river to a fort. It was a very safe

Conners has lived aboard his homebuilt Piver for the better part of three decades — and hasn't gotten tired of it yet.



LATITUDE 38/RICHARD

CHANGES

place, because the only access was through the narrow gorge."

While the cruising life has been very good to Conners, he and McMillian did have one nasty incident at Morro Ayutla in southern Mexico. "Suzanne and I were reading one afternoon when three Mexicans dressed as commandos boarded our boat with automatic rifles. They were drunk, and asked for more alcohol and drugs. They pretended to be checking our papers, but they were illiterate and didn't even know enough to hold the papers right side up. We chatted a bit and the situation seemed to stabilize. Then one of the really drunk guys ordered Suzanne in the head while the others kept me outside at gunpoint. Although Suzanne was able to fend the guy off, she was understandably terrified. As for myself, I felt completely helpless.

"Fortunately the situation resolved itself without further incident. Before they left, the main perpetrator shook my hand and told me his name was Eric Solar. They took all our fruit juice, sunglasses and some other stuff, but at least it was nothing worse than that. It took Suzanne and me a week to get over the shakes."

And this past summer it looked like Conners and *Velella*, who were in Puerto Rico at the time, might have some trouble with a couple of characters named *Luis* and *Marilyn*. Fortunately, both of these wicked hurricanes skirted the area with winds under 35 knots, causing little damage.

Although Conners wasn't able to make a



LATITUDE 38/RICHARD

Jerry Conners of 'Velella' has been satisfied with this 'nesting dink' for many years. Unable to find a commercial one, he had to build it himself.

career out of biology, during his cruising he was able to participate in a couple of interesting projects. The first was in Costa

Rica when he was actually hired to help in a study of turtles. "One two occasions we saw 12,000 Olive Ridely turtles come ashore. We caught a bunch of them from boats to measure them, check for parasites, and take blood samples and hormone tests. I loved it — and was able to make a little money, too. This went on for about five months. Later I was able to work on a *National Geographic* study of leatherback turtles. Some of these turtles weighed 700 pounds. We put beepers on them and then followed them around. These were experiences that I really enjoyed.

"Later, while at Bahia Benao in Panama, I was able to spend a month doing tuna research at the nearby Achotines. I'd help them collect plankton samples and such. I enjoyed that, too — as well as the total solar eclipse that happened while we were there."

All in all, Conners' experience with *Velella* reminds us of the old adage: "If you want to be happy for a night, get drunk. If you want to be happy for a week, get married. But if you want to be happy for your whole life, buy a sailboat and go cruising."

— latitude 3/5/96

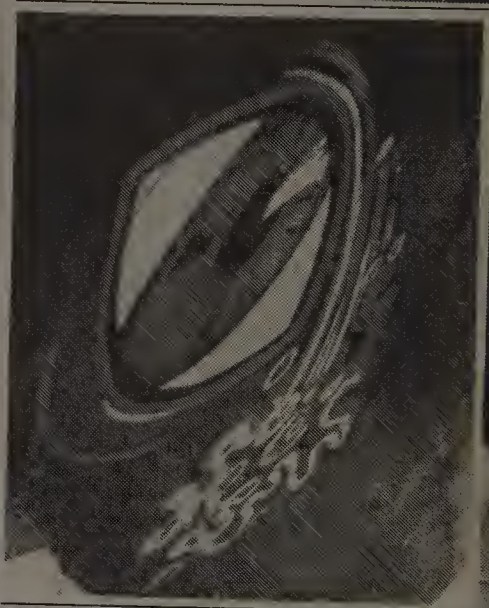
Galatea — Rafiki 35 Loren & Hilary Dunham The Eyes Have It (Palo Alto / Sea of Cortez)

The idea of painting an eye on the bow of a boat is certainly not new. Boats with 'eyes' may be seen throughout the Orient and in the Med. Why eyes? So the boat can see where it is going, of course. Stan of the Hans Christian 38 *Starstuff* tells of a fellow in Alaska who had a fleet of fishing boats, all but one of which had an eye painted on the bow. It seems the 'blind' boat was constantly getting into trouble, so there seems to be some empirical evidence to support the practice.

By tradition, the 'eyes' have always been painted above the waterline. But why not 'eyes' below the waterline, so the boat can better see rocks and reefs — and maybe even good diving spots?

Susan Lindsay of the Alajuela 38 *Peach*, a lady of considerable artistic ability, heard the story and decided that boats cruising in Mexico and beyond would benefit from having eyes below the waterline. So she started wandering around haul-out facilities painting eyes to order. Reasoning that any financial reward for giving a boat 'sight' would ruin the karma, Susan has been doing all the eyework gratis.

To date, Susan has given 'sight' to *Chaska*



II, a Pearson 32; *Les Rodasan*, a Swanson 38; *Scallywag*, an Islander 37; *Hester Emily*, a Cheoy Lee Offshore 40; *Galatea*, a Rafiki 35; and *Peach*, an Alajuela 38.

So if you buy into this little tale and are cruising in Mexico, be on the lookout for Susan and *Peach*. She really does do great eyes — as the accompanying photographs prove.

— loren & hilary 3/1/96

Sea Otter — Cal 39 Michael & Jennifer Serpan Amapala / Isla Tigre, Honduras (Pier 39, San Francisco)

When the crew of *Sea Otter* — which includes Boyd Petersen — sailed out the Gate in October of '94 to cruise to Mexico, Central America and beyond, our needs were simple but definite. We were in search of beautiful places, interesting people, unique experiences — and beer that was both cold and cheap! We found all these things and more in the most unexpected of places: Amapala, a Honduran fishing village on Isla Tigre in the Pacific Coast's Gulf of Fonseca.

After a thunder and lightning filled six-day passage from Huatulco, Mexico, we

IN LATITUDES

COURTESY CALATEA



With a lot of good karma going for her, Susan Lindsay has plenty of reason to smile while she poses with some of her underwater 'eyes'.

decided to pull into the Gulf of Fonseca, a relatively small bay that is fronted by three countries that have trouble getting along: El Salvador, Honduras, and Nicaragua. A 1992 ruling by the International Court of Justice gave jurisdiction to most of the bayfront and 30 islands in the gulf to Honduras, which to some extent has reduced tensions between the three countries. Nonetheless, as we approached the gulf with buddyboat *Rainbow* off our starboard side and *Troubadour* a couple of hours behind us, we didn't know what to expect.

We spent the early morning hours drifting around the entrance of the bay in the dark, but at first light we were blown away! We found ourselves surrounded by high, verdant mountains and colorful flowering trees — a great change after the brown and dusty desert scenes of southern Mexico. In addition, there were screeching birds and the penetrating smells of pine forests and burning wood. We finally entered the gulf by ghosting between two dormant volcanoes, with El Salvador to port and Nicaragua to starboard. We continued on between two

smaller islands before anchoring behind El Tigre, an island the International Court gave to Honduras.

There's one thing about El Tigre that nobody has disputed: it's hot! There's a popular saying that the Devil vacations in the sweltering Gulf of Fonseca so he won't miss the comforts of home. We believe it!

El Tigre sparks the imagination, because the buccaneer Sir Frances Drake used the island as a base when making raids as far south as Peru and as far north as Baja California — and many believe he left a fabulous treasure behind. In fact, one of the more farfetched theories concocted by the locals to explain our presence, was that we were searching for Drake's treasure!

There is a defunct U.S. military base at the top of El Tigre's 2,400-ft volcanic peak. A group of us made the three-hour hike to the summit to enjoy the 360° view of El Salvador, Honduras and Nicaragua — as well as the many other islands that clutter the gulf. Possession of many of these islands is still in dispute.

When the U.S. military left, El Tigre's only population center, the 8,000-person fishing village of Amapala, faded into something of a ghost town. All that's left is one main dirt road, shanties built on the slopes of the volcano, and countless eager, smiling,

curious children — who acted as though they'd never seen a sailboat before.

Right after the officials — and their families, 11 persons in all — came out to *Sea Otter* to check us in, we wanted to pass out from exhaustion. But there was no chance, as a group of children — some rowing dugouts, some swimming, all with huge smiles — descended on our boat. Before we knew it, we had 10 wet and smiling kids in our cockpit staring at us. We shocked these kids by asking them questions — in Spanish. While it was obvious the children were very poor, we'd never seen such a giggly group! It was yet another example that money isn't a precondition of happiness.

Most of the kids were quite shy, and once they got onto the boat they didn't really know what to do. And for the refreshing first time, none of the kids asked us for anything! The little girls, however, took delight in playing with our lighter-colored hair. Mike and Boyd's long blond locks were, in particular, a source of great amusement. One little girl, in the process of counting all my freckles, told us that before April of 1985 no sailboats had called on Amapala. But since then "a whole bunch" had visited. Apparently we were the 12th boats in 11 years — although nobody really knows for sure.

One of the most memorable experiences of our three-week stay was the chance to meet the family of 17-year-old Jorge, a boy who pretty much hung out with us from the time we arrived. He — along with whichever of his 14 younger siblings he was in charge of that day — became a regular fixture aboard *Sea Otter*. Jorge, along with the other older boys, Geraldo and Alberto, was a wealth of information concerning tides, fuel, water, food and everything that happened on the island. He was a wonderful kid and we always enjoy spending time with him — even if he did come knocking on the hull at 0700! When Jorge invited us to visit his grandmother's home to meet his family, we jumped at the chance!

On the way, however, we stopped to meet his aunt who, at the tender age of 24,

While the Pacific Coast of Honduras isn't popular with cruisers yet, the folks from 'Sea Otter' were nonetheless able to get a quorum.



JENNIFER SERPAN

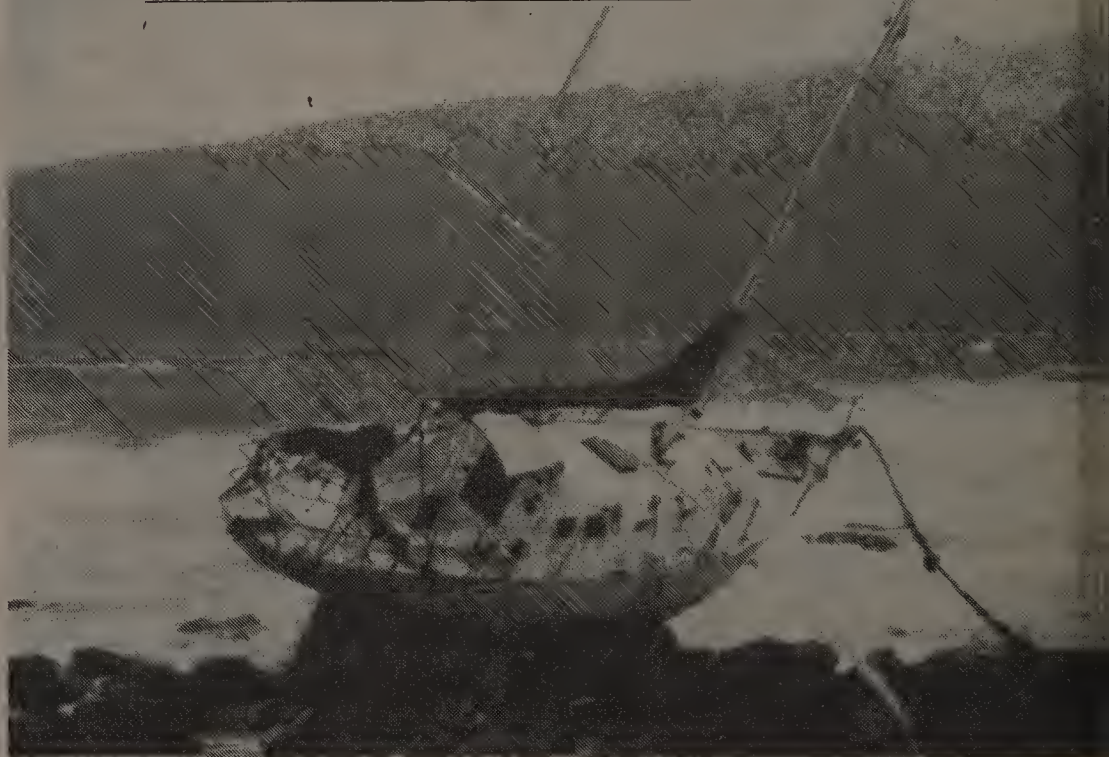
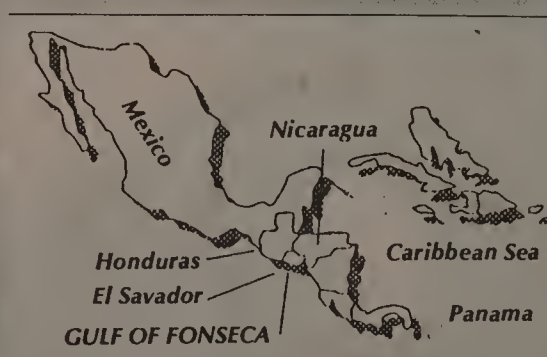
CHANGES

works at the town prison. She showed us the jail, which is a bombed-out, two-story concrete structure with several communal holding cells and a weedy courtyard surrounded by an oddly chipped wall. Odd because it looked just like the type of execution wall ones see in old war movies. We figured that the jail hadn't really been used since the 1890s when Honduras was at war with Nicaragua. Wrong! Jorge's aunt explained that the jail is currently in use but there just weren't any prisoners that week.

Jorge then took us to his grandmother's house to meet the rest of the clan. The house is owned by Jorge's grandparents — who have been married for 54 years and who take great delight in their grandchildren. Their home was a small but well-built two cabin wood structure with a thatched roof — unlike most others in the area which are made of cinderblock and sheets of corrugated metal. Nine people lived in the small house, including Jorge's 95-year-old great-grandfather — who didn't have a tooth to save his life. He sat in his favorite chair all day, smiling from ear to ear while he played with his grandchildren.

They had many questions — How did we get there? Where were we going? Why were we doing it? Did we know their cousin who lives in Texas? — and we answered the best we could in our limited Spanish. The grandfather showed me his mango trees and the 'men's house' — a small structure behind the main house in which he and his father live. He'd built it himself. Then he proudly showed us his television — which was featuring, *Teenage Mutant Ninja Tortugas*.

We spent a wonderful morning getting to know the family, and Jorge seemed to delight in the fact that he had found these



boys showed Mike and Boyd how to knock mamones — small green fruits — down from their trees, I helped the grandmother load the food in a cooler to take down the hill to the local market where she sells lunch to the fishermen. The local market sold fruits and vegetables and other very basic provisions.

Friendly little boys in a small 'cayuco' — a typical sight in the seldom-visited but very friendly Gulf of Fonseca.

some afternoon. What they didn't realize is there is nothing the locals wanted to do more than kick the soccer pants off two well-meaning gringos. So a date was set, and on the given date Mike, Larry, and their rooting sections made their way to a soccer field on the other side of town. When we arrived, we were surprised to see a team of muscular and very athletic-looking Honduran soccer players, some in full uniform, practicing. They had been expecting a full team of gringos! Everybody had a good time anyway.

Our time in Honduras was unforgettable, and it was with heavy hearts that we said goodbye to our new friends. There is something very special about a place where within days everyone knows who you are and people call your name on the street and wave 'hello'. While Honduras is one of the poorest countries in the Western Hemisphere, its natural beauty and the warmth of her people make up for it. As we've found throughout our travels, it's really the people that make a place special — and at Amapala the people were really special.

funny sailors and brought them home to entertain his family. I went into the kitchen to see what his grandmother was up to, and I found her cooking beans, rice, tortillas, meat in a sauce and plantains in a black cauldron over a wood-burning stove. While the little

For cruisers who like to play soccer, Amapala is the place to relive all those high school injuries. My husband Mike and Larry on *Troubadour* are soccer enthusiasts and wanted nothing more than to make friends by kicking the ball around with the locals



JENNIFER SERPAN

One photo, three lessons: 1) Mooring lines break; 2) Boats are bound to end up on Hawaiian beaches when Kona winds blow; 3) Steel hulls can take a pretty good beating.

The 37-ft steel yawl 'Brambling' is seen here after an early March Kona put her on the rocks near the old Kihei breakwater at Maalaea Bay, Maui. Two days after going on the rocks she was lifted off by a crane — and found to have suffered only minor damage.

Thanks to Jim Stevens of 'La Nui' for the report and photo.

Inset: a map showing the approximate position of the Gulf of Fonseca.

P.S. This part of Honduras is not for the faint of heart. There are no roads, no restaurants, and no good provisioning. And the water is murky so the swimming isn't any good. For great snorkeling and swimming, the islands of northern Panama are the best.

— jennifer 3/16/96

Panacea — Cal 40 Bill & Nan Hilsinger Working Through Hurky Season (San Francisco)

Greetings from lovely Amerika Samoa!

Some of the West Coast boats spending hurricane season in Pago Pago are *Puffin* of Oceanside; *Mika* of Santa Barbara; *ArgoNuts* of Seattle; *Just Do It* of Salem; *Scout* of Marina del Rey; *Toucan* of Seattle; *Invictus* of Los Angeles; *Second Chance* of San Francisco; and *Dolphin Amica* of Long Beach.

There's a symbiotic relationship between the cruisers and American Samoa. The educated and skilled cruisers have been enriching the island with their talents, while their cruising kitties have been enriched with paychecks. Members of the cruising

community who were once teachers, bankers, dentists, accountants, and computer experts have taken temporary employment on this South Pacific Island.

Among those finding Samoa to be a great place to work while sitting out the weather are Joanie of *ArgoNuts*, who is teaching nursing at the hospital; Tom of *Toucan*, who is the manager of a local print shop; and Lynn of *Scout*, who is the editor of the *Samoa Journal*. Until a couple of months ago I was wearing a pin that read 'Unemployed Therapist Will Listen For Food'. But now I've become an alcohol and domestic violence counselor.

— bill, nan, perko the cat 2/18/96

Cruise Notes:

"We Baja Ha-Ha-ers in La Paz are putting together a little **Ha-Ha reunion** at Marina Palmira on April 13 for everyone who did the event last year," write Charlie and Virginia Ross of the Bakersfield-based *Coronado 35 Doodah*. "We can't begin to tell you what fun we had — it was a blast!"

We're glad you had a great time, and we're even happier to report that it looks like a **Ha-Ha III** will leave from San Diego on November/3 — thanks to folks such as the Mexican Marina Owner's Association, the Pacific Cruising Association, attorney and Ha-Ha I participant Robert Granafai of the Hans Christian 48 *Bravura*, and many others. While it's not definite, the Wanderer is hoping to be able to serve as the Grand Poobah — just as he did during the inaugural Ha-Ha.

The first cruiser who is poised to sign up for Ha-Ha III is Jim McGovern of the Southern California-based *Island Packet 35 Lord & Lady*. In addition, Chris Maher of UK Sails in Alameda reports "four of my customers are ready to join." Sorry, but you folks will have to be patient as we don't expect to have entry information available until the May or even June issue. But the November 3 start from San Diego is firm.

We wish we could print nothing but good news, but sometimes we can't. According to a March article in the *Sacramento Bee*, 69-year-old Claire Holt of Roseville was found dead on a nature trail at Chaugaramus, Trinidad. Holt, who had spent the prior four months as the cruising companion of the Richmond YC's Roy Grabeneur aboard his 40-foot yawl *Jofian*, had been missing four days before her partially clothed body was found.

That an apparent murder would take place at Chaugaramus — which is a series of

recently developed boatyards in a Trinidadian national park almost completely isolated from the local population — comes as a shock. Five years ago Chaugaramus was a sleepy little place. It quickly became famous almost entirely due to the efforts of, ironically, Richmond YC members George Gliksmann and Nancy Hoover, who were then together there aboard Gliksmann's *Marco Polo 55 Symphony*. After Gliksmann and Hoover wrote a cruising guide to the area and convinced the government to set up immigration and customs offices, and after Venezuelan boatyards started ripping off cruisers, Chaugaramus skyrocketed into prominence as the cheapest and best just-out-of-the-hurricane-belt place to leave your boat in the Caribbean.

When we hauled *Big O* there four years ago, about 150 boats were out for the summer. According to Ken Fairchild of the, Saratoga-based *Orient Express*, last summer 2,200 boats hauled at Chaugaramus. Despite the addition of several new boatyards and travel-lifts, skippers were having to wait weeks to be hauled out or put back in the water. Given the friendliness of the Trinidadian people, the isolation of the boatyards in a national park, and the number of yachties in the area, Chaugaramus would seem like the most unlikely place that a cruiser would be murdered. Our condolences to Claire Holt's family and friends.

When 75-year-old Les Stone and his

Of all the places in the Caribbean and in Trinidad, Chaugaramus is about the least likely that you'd expect to find a murdered cruiser.



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band of 'old guys' competed in the cruising division of the San Diego YC's El Cid Race to Mazatlan in February aboard the Cal 46 **Seaker**, they so tickled the hearts of the race committee that a special perpetual trophy was established for the entry with the oldest crew. What a cool idea! Fellow crewmembers included Martin Pritzkat of Redondo Beach, who is a mere 73, and George 'the kid' Wright of Los Angeles, who is 83!

Stone, who has owned the cruising Cal since 1972, had done trips to Hawaii and Alaska long ago, but this is "the big one". He and his well-seasoned crew have already continued on to Acapulco, returned home for a break, and are now heading on to Panama, Colombia, Venezuela, Trinidad, the Eastern Caribbean, the Bahamas, the Northwest United States, the Great Lakes, the Mississippi River and back home. What better way to spend your golden years than having fun in the sun.

Sonoma's Hans Vielhauer, a veteran of a number of Singlehanded TransPacs, is now reported in Rhodes, Greece, aboard his Cal 40 **Chaparral**. Although "there were too many Suez Canal pilots and agents wanting too much money, cigarettes, and canned food", Vielhauer had a great trip up the Red Sea, through the Canal to Port Said, then to Turkey and Greece.

Also sailing the waters of Greece and **Acapulco alert! Lock up the women and booze because the 'kids' from 'Seaker' — Les, Martin and George — are in town!**

Turkey last year were Ed and Sandy Martinez of the Mill Valley-based Tayana 47 **Peregrina**. And Bill and Diana Chapman of the Stockton-based Swan 47 **Bones VII**. We'll have considerably more from both these couples in the May issue.

Some folks are sneaky about their cruising; this would include the Inverness-based Roy and Tee Jennings with the Freya 39 **Foxglove**. Without a word of warning, they sailed from San Francisco last February, went through the Panama Canal, had a light air passage to the Azores, and finally arrived in England in August. It was the sixth Atlantic crossing with **Foxglove** for the Californians!

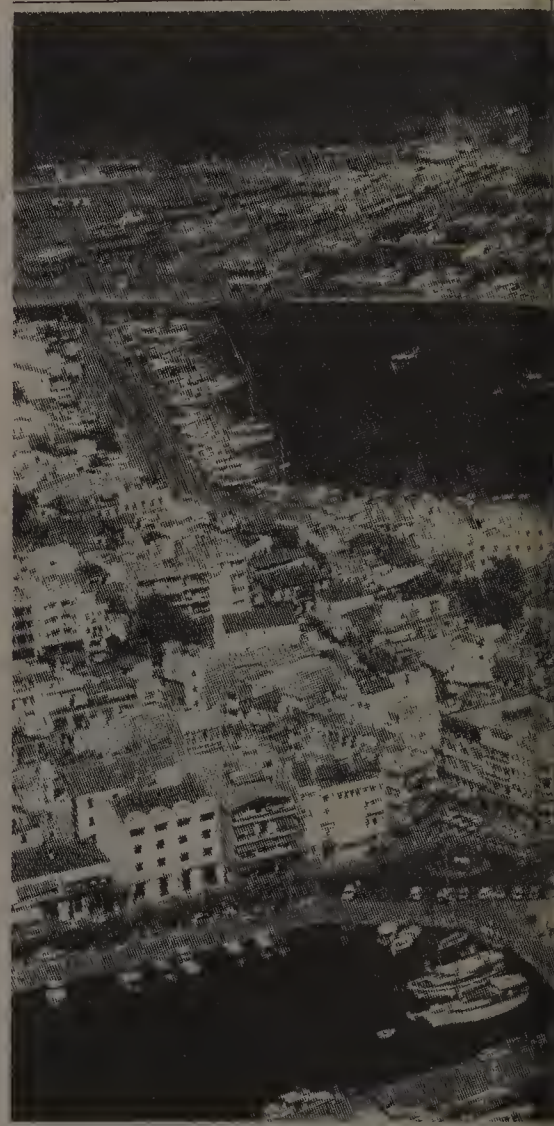
The Jennings left their boat in Lymington, England, for the winter, but will be returning to their Freya — the third one they've owned — this spring. "We'll throw some darts to decide where we'll go," says Tee, who thinks that the first darts might land around the British Isles and Brittany.

Roy, now 72 and without vision in one eye, and his somewhat younger wife Tee, will be remembered for a long and challenging circumnavigation — including a rounding of Cape Horn — for which they were awarded the most prestigious honor in cruising, the Bluewater Medal. But that was hardly their only remarkable voyage. At age 68, Roy doublehanded from England to Panama, then singlehanded from Panama to San Francisco. Previous to that, Roy and Tee did a non-stop passage from Valparaiso, Chile, to San Francisco — which is about a million nautical miles.

Gary Masner, who is leaving New Zealand this month aboard his Celere 47 **First Tracks**, suggests that "it would be a great feature and service if *Latitude* would list all the boats that are about to take off cruising, when, and how to contact the skippers. Sort of like the 'ship movements' column that appears in the *Chronicle*. It would enable those of us about to take off to get to know who else is leaving for the same place at the same time. Not necessarily with the aim of cruising together, but in order to compare notes and perhaps remain in contact."

It sounds like a great idea — assuming soon-to-take off cruisers will share that information with us.

A 49-year-old retired venture capitalist, Masner has got his kids in school and figures if he doesn't start cruising now, he never will. He's lined up three crew; a female cook by the name of Andy Danforth, and Warren and Sherry, a couple of singlehanders from the



Channel Islands. But since two of them have to get off in French Polynesia, he's looking for crew in *Latitude*'s Cruising Crew List and at one of the Crew List Parties.

When you think of Santa Cruz 70s, you probably visualize big ultralights racing to Hawaii and Mexico. But Bill Lee did build a special cruising version, **Hotel California, Too**, for Steve and Barbara Schmidt of Saratoga. We saw them enjoying themselves several years ago in Z-town, and apparently they like the boat and cruising, because they've most recently been spotted at Venezuela's Aves Island. The Schmidts love diving, and the islands of the southern Caribbean offer some spectacular venues.

"Several years ago you published letters advising against the use of Automatic Teller Machines (ATMs) in Mexico, as they sometimes debited one's account without dispensing cash," writes Roger Bohl of the Cal 39 **Ariadne**. "Since nobody seems to be aware of any recent problems, I decided to try one in La Paz. It worked for me, so perhaps times have changed."

We're happy to say that nobody has reported any ATM losses recently, so apparently that problem has been solved. By the way, what's the deal with so many people all of the sudden cruising in Cal 39s?

Steve and Linda Dashew, the Arizona-



LATITUDE 38/RICHARD

YOUNG TURK PHOTOGRAPHY



Marmaris, which is surrounded by mountains, is easily one of the most popular cruising centers in Turkey. It's jam-packed during the season.

based authors of the informative and entertaining *Offshore Cruising Encyclopedia*, report they recently completed a four-month 'delivery trip' from California to New Zealand with their new 78-ft **Beowulf**. The basic boat had been built of aluminum by Jim Betts of Lake Tahoe, but after owner/builder differences arose with regard to the completion of the boat, the Dashews had a minimal interior installed and took off for Kiwiland. The boat — the 48th Dashew has had built — is currently being fitted out with a conventional interior in New Zealand.

"We noticed lots of changes in the South Pacific from our previous, slower trips," advises Dashew. "More boats for one thing! But the water is still clear, the locals friendly, and for a change the trades blew consistently. For the first time ever we stopped at Niue, an upraised atoll between Bora Bora and Tonga. It's one of the most interesting islands we've ever visited, and as such we recommend it highly to any cruisers headed in that direction."

"After being away from the United States for four years," write Don and Lynne Sanders of the Benicia-based **Eilean**, "we were shocked to see the changes and

restrictions on the personal lives of the American people — and all in the name of saving the ecology! It seems to us that there is a planned operation to hamstring American industry so we will be forced to buy all our goods from the Far East and Latin America. We're afraid that we'll be in deep do-do if we don't wake up."

The Sanders spent most of last year in New Zealand, which they loved. "January and February were spent on boat work, and March and April were spent touring the South Island. We caught the ferry at Wellington, sailed across Cook Strait to Picton on the shores of Marlborough Sound — where you could spend years exploring. Then we drove down the west coast to Nelson, Franz Joseph and Fox Glaciers, and all around. We met friendly and helpful Kiwis every time we turned around. Upon returning to our boat in Auckland, we decided to fly to California for a few months rather than sail to Fiji. Once back in New Zealand, we spent November and December drying the boat out from what had been the wettest Kiwi winter in 50 years. But we'll soon be underway again."

"While recently at anchor at Antigua's Falmouth Harbor, I had the opportunity to

read several letters to the editor remarking on the ungentlemanly acts perpetrated on sailors by the owners of powerboats," write John and Violet Williamson ('Mr. & Mrs. Mexico') of the San Francisco-based Little Harbor 62 **Pericus**. "But let it not be said that sailors are without fault."

"We anchored *Pericus* — which we picked up in Fort Lauderdale and are presently in the process of sailing to San Francisco by way of the British Virgins, Windwards, Grenadines, Venezuela and Panama — at a good spot in Falmouth Harbor not far from Big O. Then, with the anchor firmly set and enough room for everybody to swing without a problem, and while enjoying a leisurely cocktail, out of nowhere came a fast sailboat with an ensign indicating she was from a Mediterranean country that starts with the letter 'I'. They dropped their anchor — not bothering to even back down to see if it had taken hold — then proceeded to blast us out of the water with a 'boom box'."

"As if the music wasn't enough, they'd anchored so their sloop came to rest not 40 feet from us. When we signaled them in a universally understood language that they were too close and that there wasn't enough room for them to swing without risk of a collision, their reply was: "We don't have insurance, but we know you do." I'm truly sorry that the owner of Big O wasn't around to join with me, as his vessel was in as much jeopardy as ours. Ultimately, we had no choice but to weigh anchor and set it in another spot."

Unfortunately, we're not surprised at such a report, Mr. Mexico. The reality is that just as people of different cultures have different 'personal space', so do different anchorages have different 'anchoring space'. Because Antigua sailors/visitors are accustomed to jamming 500 large boats into English and Falmouth Harbors during Antigua Sailing Week, they think nothing of anchoring boats within easy bumping distance — even when it's not necessary. And because you were obviously a visitor with an expensive boat, they were confident of winning their game of 'chicken'."

Based on our experience, occasional rude behavior by such folks is merely one of the minor misfortunes — like a bad windshift — that you have to accept if you want to cruise. Indeed, one of the main reasons power windlasses were invented was to make it easy for safety-conscious boatowners to quickly and easily get away from their more careless brethren. We hope the rest of your stops on the way to San Francisco are more

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pleasant.

Was it coincidence or was it karma? "Soon after we departed San Francisco on October 15," say Jim and Diana Jessie of the San Francisco-based Lapworth 48 **Nalu IV**, "we were motorsailing south when we saw a boat headed in our direction. As she closed with us it became clear that nobody was in the cockpit. We altered course to prevent a collision and hailed the passing boat — but nobody responded and we never saw any sign of life. We think this Hans Crustacean 43 was probably remotely controlled by some aggravated *Latitude* letter-writer who is still carrying a grudge against us. To **Midnight Sun** from Channel Islands Marina: You missed!

"When we arrived at Z-town just before Christmas and got on the net," the Jessies continue, "we were met with simultaneous responses from Vic and Nancy Jewhurst on **Charisma**, Reed and Barbara Sorensen on **Timeless**, and later Larry and Dorliss Gold on **Chap**, Mike and Elizabeth on **Europa**, Tom and Germaine on **Constellation**, and John Kelly on **Hawkeye**. The week was complete when we met Grant and Joni Settlemyer on the beach — and then dunked them while taking the dinghy to the beach. Good thing Grant's term as commodore of the St. Francis is over or Jim would have been thrown out of the club!

"The huge influx of cruisers was nearly out of control thanks to the Baja Ha-Ha rally. The lovely bay is usually home to 20 boats at Christmas, but this year there were 120! Many people were disappointed to find such a crowd. On the positive side, the crowd of cruisers we met was far better than any mass of gringo yachties we've seen before. Volunteers cleaned up the dinghy beach every morning, and there were both clothing and school supply drives for the local kids.

"The morning net started by Barbara Sorensen was, we believe, in large measure the reason for the great cruiser attitudes. Testimony to the cruisers' behavior was the pleasant receptions and smiles they got from nearly everyone in town. It would be nice if some of the Z-town spirit could be carried to Cabo, La Paz and Puerto Vallarta."

The Jessies will be spending the summer in the Sea of Cortez.

Linda Keigher, who was crewing with the Jessies in Z-town, became the ship's 'medical advisor' as a result of volunteering to take an EMT class at Merritt College in Oakland. "It was a good source of information," Keigher says, "but not really geared to cruising. So just before I left I decided to take Kent



Benedict's four-day 'Medicine at Sea' program. I recommend this course to anyone planning to take a cruise, as where else could you practice lacerating and stitching, and having so much fun with super glue? A medical kit is little use if you don't know how to use it."

"The accompanying photo is of Rattlesnake Island," writes Tom Barbieri, formerly of Novato and currently in Northern Queensland with **Leona**, a Top Hat 25. "It's a beautiful little spot — when there's no aircraft in the area, if you catch my drift. A friend sends me copies of *Latitude* every couple of months, allowing me to keep up with the Bay Area and friends on boats."

Several years ago we did a feature on French sisters and teachers Jacqueline and Christiane, who were sailing all over the world — including around Cape Horn — aboard their aluminum Via 38 **Maris Stella**. After being awarded the Blue Water Medal for their sailing achievements, Christiane moved to Brittany while Jacqueline took a teaching job in Tahiti. But the lure of the ocean never left them, so last year Christiane departed Brittany for Tahiti aboard **Maris Stella**. Jacqueline flew to Martinique, met the boat and her sister, and

Novato's Tom Barbieri, currently sailing 'Top Hat' in Queensland, checks overhead for danger at Rattlesnake Island.

helped sail the boat the rest of the way to Tahiti. Although in their late 40s, the French sisters are as much in love with the ocean as ever.

In response to a December *Changes*, we asked Walnut Creek contributors Ken and Jan (Case) Koerwitz of the Celestial 48 **Jazz** why they were selling their brand new marine washer/dryer. Fortunately, they stopped by our offices a short time later to explain.

"We didn't install our original dryer because the vent made it too large to fit down our companionway," reports Jan. "So we sold it to buy the new ventless version, which is six inches less deep. Both models — the Karibe and the Splendide — are manufactured by Philco in Europe, but they're marketed by different companies for about \$850.

"Our new unit uses 10 gallons when washing delicates, 15 gallons with a regular load, and 20 gallons for extra dirty stuff," Jan continues. "The ventless version dries clothes

COURTESY TOP HAT



through condensation, which requires another 10 gallons of water. It takes about 90 minutes to run an entire cycle. There's no doubt the system uses quite a bit of water, nonetheless, we used it quite a bit in the Northwest because it's cool up there and you tend to get more clothes dirty. In warmer climates we'd only use it for final drying — and when at a marina we wouldn't use it at all. But we're really glad to have the unit when we're out of clean underwear or dry towels."

The Koerwitzs spent last summer cruising Alaska, and had so much fun they wintered in Port Townsend in order to cruise the 49th state again this summer. "We really loved it all," they say, "the wildlife, the seafood, the berries, the tranquility. And the weather isn't that cool. We spent most of the time in sweats and a jacket, but there were days when we wore shorts and a t-shirt. When there was a chill we set up a little alcohol heater in the shower."

Like lots of cruisers, the Koerwitzs have concerns about health insurance — but for a little different reason. "I had a very unpleasant experience with Kaiser and a kidney stone," says Ken, "so we've been giving lots of thought to whether or not we

wanted to support the U.S. insurance industry — or some alternative. So when I needed to have a hernia operation — and possibly my appendix taken out — we decided to have it done in Guadalajara. And what an absolutely wonderful experience that was!

"For one thing," says Ken, "the doctors spent lots of quality time with me. There were three generations of doctors from the same family at my bedside consulting with me. They respected our intelligence and gave us the facts we needed to make an informed decision about whether to include the appendix operation and whether to use a laparoscope. And prior to the operation a cardiologist spent 2½ hours with us — offering sushi and beer from his refrigerator. He not only made sure my heart was ready for such an operation, but gave me a complete health evaluation and went over the fine points of everything that I would be going through."

"It was beyond anything you could get in the States," says Jan. "Their training is the same, they have excellent equipment, but the real difference is in the personal treatment. They were fabulous. Then there was the cost. Everything — from the hernia and appendix operations, to the 10 days in a hotel, to all the meals — came to \$3,100 — or about what our deductible would have been back in the States. So it was worth it in more ways than one."

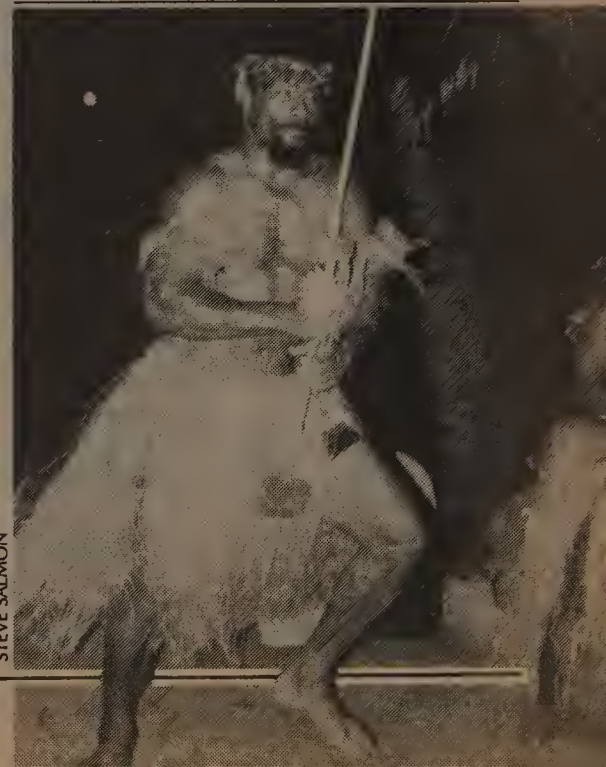
The *Some Like It Hot Rally* from anywhere in California to Cabo San Lucas semi-officially ended last month, but the cruisers kept arriving and signing up with Jim Elfers at Lucina's Broken Surfboard Tacqueria. The most recent arrivals are **Enchanted Lady**, a Roberts 55 ketch from Long Beach with Andy and Jan Sibert; **Ishi**, an Aloha 34 from Santa Barbara with Teri Damron and Gary Albers; **Fiddler's Green**, a Cal 35 from Portland with Pete and Suzie Davis; **Celerity**, a 37-ft yawl with Alan and Adele Walls from Oceanside; **Pajarito**, an Ericson 35 from Tijeras, New Mexico, with Larry Beatson and Connie Mitchell; **Kismet**, an Agulhas 45 from American Samoa with David and Mary Berg; **Dora**, the famous Palmer-Johnson 55 from San Diego with Carr McCormack and Nathan Williams; **Lady Aara**, a Brewer 46 from Portland with Larry Fuhnman; **Striker**, an Ericson 32 from Victoria, B.C. with Matt and Keri Ellis; **Annie's Song**, a Union Polaris 36 from Incline Village with George Scofield; **Sojourn**, a 45-ft Roberts steel ketch from Santa Cruz with Steve and Catherine Blake;

Brown Sugar, a Peterson 38 from San Francisco; **Nereus**, a Formosa 46 from San Diego with Chuck and Eleanor Patterson; **Tenacious**, a Cal 39 from San Diego with Howard and Gina Snell; **Seanoid**, a Mirage 25 from Alberta, Canada, with Bruce and Doris Lockhart; **Recompense**, a Norseman 447 from San Diego with Shannon Hogan and Guy Labbe; **Sashay**, a Hunter 34 from Portland with Jim and Mary Adams; and **Sunseeker**, a DownEast 38 from Sausalito. Also checking in were Mike Cady and Lori Farrell aboard the Anchorage-based Crealock 37 **Glissade**. Congratulations to Mike and Lori for finishing a three-year circumnavigation via the Med.

A semi-private note to **Time Changes** and friends. We're sorry this is the only way to contact you, but we want to both acknowledge receiving your letter and thank you for keeping your eyes out for the best interests of cruisers and *Latitude*. As for what you were concerned about, trust us, it was never going to happen.

So many boats out cruising, so little space in *Latitude*! For those who don't have the historical perspective, these are absolutely boom times for long distance cruising. People are taking off in unprecedented numbers — and staying out much longer than did previous cruisers. Twenty years ago middle class folks had a cabin in the Sierras or took their boats up the Delta for a few months. While these latter activities are still extremely popular, a

The desire to see new things — such as this traditional Fijian dance — is one of the reasons folks are cruising in unprecedented numbers.



STEVE SALMON

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rapidly growing number of folks now have boats they cruise around the world in six-month-a-year increments.

With babyboomers just beginning to hit their prime cruising years, with used boat prices extremely low, and with technology making cruising easier and more comfortable than ever, the number of cruisers is almost certain to continue to explode. After all, would you prefer to experience Mexico, the South Pacific, New Zealand, Australia, Indonesia, Malaysia, the Red Sea, Turkey and Greece, Italy and France, the Caribbean — or make 10 trips to the same old cabin in Tahoe?

And lest anyone think this globe-girdling is the sole province of men and couples, it's not. Last month we wrote about Anne Carlson, who has been cruising her Columbia 29 all over the world for the last 25 years. Then last month we received several reports about Pat Henry, "a petite 54-year-old grandma from Santa Cruz" who is closing in on a circumnavigation aboard her Southern Cross 31 — which we believe is also named **Southern Cross**.

According to Bill and Diana Chapman of



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You see novel things when you cruise — such as this towering water fountain at Villefranche, France. We hear Sausalito is going to install one.

Bones VII, who've been crossing paths with Henry most of the way around the world, she's financed her trip by selling paintings she's done along the way. You know, a little back-of-the-transom art show wherever she goes — which really tickles the Wanderer,

who used to be a street artist in San Francisco.

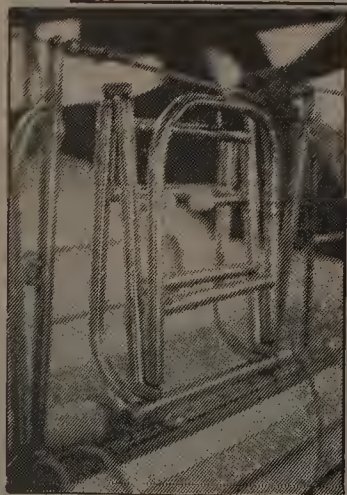
If you're still in the St. Martin area, Pat, please try to make your location known to either us or *Big O*; we're dying to interview you.

Where is **the pace of life** slower, Mexico or the Caribbean? One way to gauge it would be through language. When you ask a Mexican when something will be done, he'll say "*mañana*". Although the literal translation is 'tomorrow', Mexican vets know it really only means 'not now'.

The rough equivalent of '*mañana*' in the Caribbean is 'just so'. If you ask when a boat part will arrive from Florida, the answer you'll get will be, "Just so, mon, just so." And what does that really mean? According to Chris Doyle, author of several books on the Caribbean, "'Just so' is like '*mañana*' — but without the urgency."

Since there is no connotation whatsoever of urgency in the word *mañana*, 'just so' means 'probably never'. The one constant between Mexico and the Caribbean is that nobody likes to say 'no' — so they say it in code.

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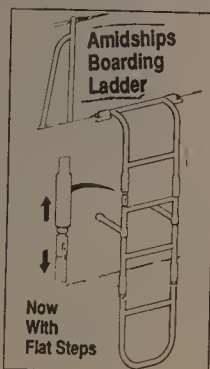
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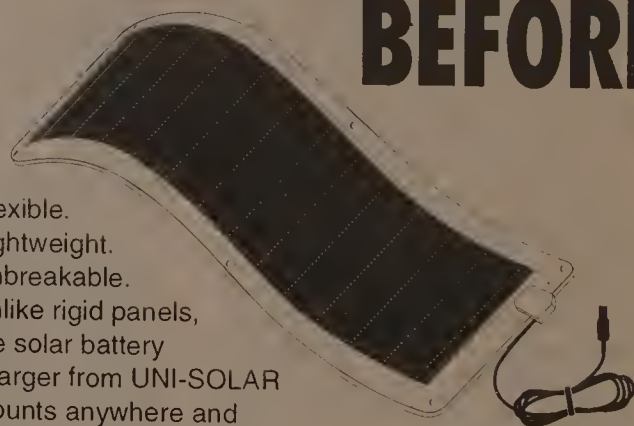
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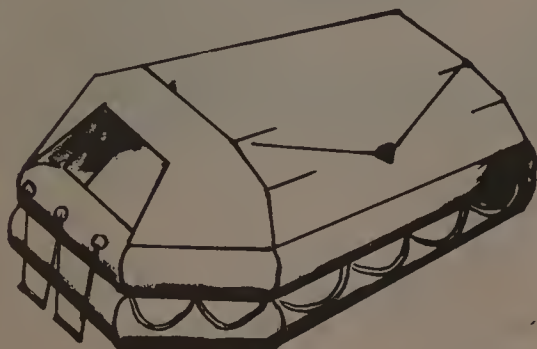
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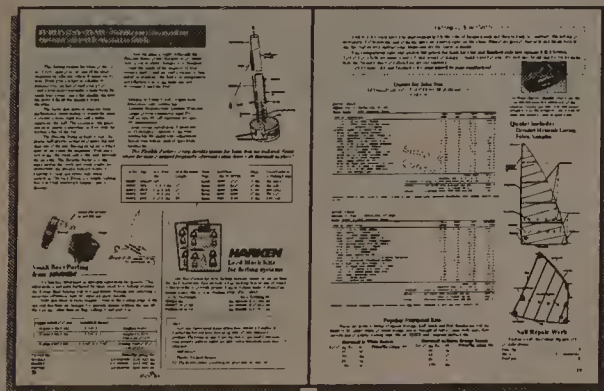
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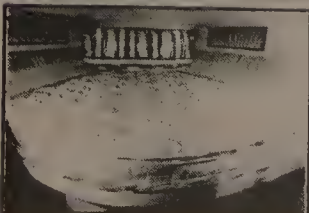
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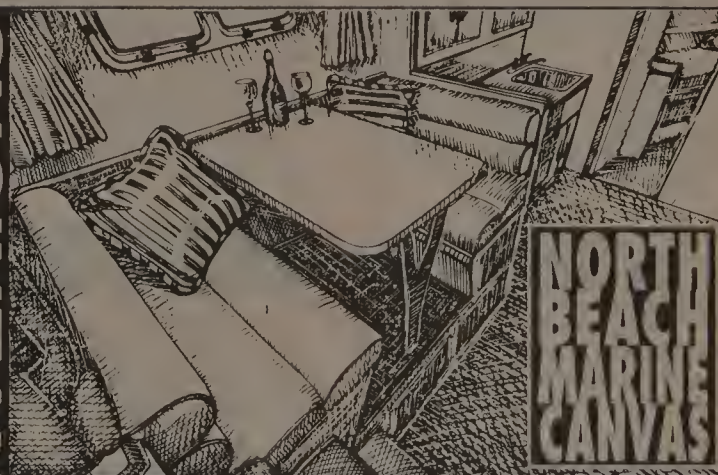
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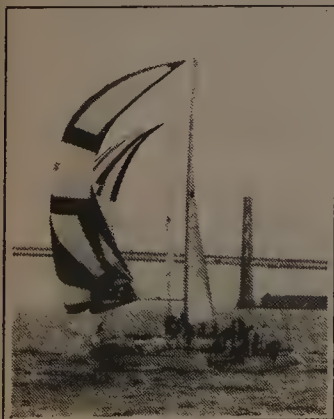
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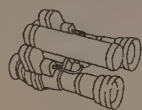
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CATALINA 22. Own a piece of history, sail #906, swing keel, Pop Top with canvas, cockpit cushions. 2 jibs, 2 mains. \$1,550 obo. Evinrude 6 hp long shaft available at extra cost. Located at Coyote Point. Call (415) 368-5044; or pager (415) 496-0718.

24-FT GLADIATOR, 1968. Fiberglass, full keel, good standing & running rigging, lines aft with Spinlocks, Harken winches, traveler and backstay adjuster, jib/genoa tracks, boom vang, compass, charger. As is, where is - lien sale vessel \$3,000. Call Kappas Marina (415) 331-5919 or (415) 332-5510.

SANTANA 22, 1976. In racing trim with two sets sails plus spinnaker and all lines led to cockpit. 6 hp Johnson recently overhauled. New bottom paint 6/95. Berthed Paradise Cay, Tiburon. Excellent condition throughout \$3,500 o.n.o. Charles, W (415) 380-3990 or H (415) 456-6097.

23-FT SPRINTA SPORT. New standing rigging. New instruments (Horizon), bottom job/topside buff 1995. German Dehler design, Canadian built 1981, fiberglass hull, entire interior beautiful mahogany and teak. Sailmaster 6 hp outboard, alcohol stove, inflatable, 5 sails. Lots more! \$8,000. (510) 307-9948.

MacGREGOR 22. Trailer, Pop Top, VHF, depth, CB, knot, full lights, Honda 7.5, 3 sails, double jiffy reef main, head, kitchen, bunks 5, 2 anchors, safety gear. A steal at \$2,700 obo. (408) 246-9214.

CAL 20. 3 sets sails. Spinnaker. Recent new rigging. 6 hp Johnson outboard. Sausalito berths. Great single-handed sailboat for SF Bay. \$2,000 obo. (415) 383-8750.

SANTANA 22, 1976. Great first Bay boat. Upgraded standing rigging, Pineapple class sails, 4 Lewmar winches, knotmeter, compass, Honda 5 hp 4-stroke o/b. All lines lead to cockpit. Berthed Alameda Marina. Good condition. \$3,000 obo. (510) 829-0619.

J-22, 1988. Excellent condition, race-ready. Includes single-axle trailer, main, jib, spinnaker, radio, Porta Potti, Danforth anchor, compass. \$6,000 or best offer. (415) 775-8779. We're ready to negotiate.

MacGREGOR 22, 1982. Ready to sail today! Horizon 2000 series sails, main, jib, genoa. Raft, lifejackets, sail cover, dodger, jib winches, oars, 4.5 outboard and more. Current registration on boat and trailer. Only \$3,750. (916) 774-6462.

25 TO 28 FEET

PACIFIC SEACRAFT 25, 1977. Yanmar diesel. Autopilot. Windspeed. Depth, knotmeter. Dodger. Self tailing winches. Lots of other stuff. Clean, good condition. Located Monterey. \$17,000. Would take Typhoon, Montgomery 17 or other in partial trade. (602) 788-4245.

ERICSON 27, 1977. Many sails. New running rigging, thru-hulls. Atomic 4, low hours. Recently re-done interior sleeps 5. Enclosed, re-built, odor-free head. VHF, DS WS, WD, stereo. Excellent condition. Purchase of bigger boat forces sale. Let's deal! \$12,000. (916) 688-3483.

OLSON 25, 1988. Very light use. Excellent condition. Includes North Kevlar racing sails, spinnaker, cruising sails, Sail Comp, knotmeter, VHF, stereo, outboard, sleeps 4, Porta-Potti, sink, alcohol stove, cockpit cushions. Dual axle trailer with brakes, dry sailed. \$14,500. Call Richard at (510) 234-6959.

EXCALIBUR 26, 1970. Well maintained. New bottom paint. 3 sails (genoa never used), 2 compasses, knotmeter, new radio, 6.5 Evinrude. Great sailing boat. \$6,150. (408) 688-7543.

CATALINA 27. Well-maintained fresh water boat in very good condition. New depth sounder and knotmeter. Practically new Nissan 9.9 outboard. Dual batteries. Pineapple mainsail, Sobstad Genesis club jib. \$8,950. Stockton Sailing Club B-16. (209) 464-0983.

BALBOA 27. Excellent condition, marine head with holding tank, propane stove, 9.8 electric start outboard, pressure water, tandem axle trailer, fresh water boat. Call (916) 622-9352.

CORONADO 25. 10 hp electric start, outboard, five sails including new full batten, double reefed main, roller furling, KM, compass, VHF, galley, head. Excellent dry Bay boat, very good condition, loads of new hardware. \$3,800. Diane or Dick (707) 649-1278 or (707) 557-0411 days.

ERICSON 27, 1974. Great for the Bay and delta. Inboard Atomic 4, VHS, DS, enclosed head, sleeps 5. My wife likes the club footed jib. Berth in Sausalito. Asking \$7,000. (707) 577-4905.

DOLPHIN 26. (Not related to Dolphin 24's) This Classic has a fin keel, balanced rudder, she's fast, reliable, comfortable, and a fresh water boat! From refinished hull, new standing rigging, to sparkling mahogany, she's like new & ready; Everything from raising the mast to retrieving with the trailer rigged for easy one-man operation. Roomy dinette, great storage, sleeps five. Long list of equipment. We've refurbished her (even took a prize for *original condition* at the '95 Plastic Classic) for ourselves, not to sell — so much for planning! You can't put a boat into this kind of condition for enjoyable, trouble free sailing, for anywhere close to the \$10,950 we're asking. Take day-sailer as part trade. Pat (916) 488-4140.

CATALINA 25. Fixed keel, 10 hp Merc, dual batteries, fully battened main w/ lazy jacks, roller furling 110 & 150 jibs. All lines led to cockpit. Line brakes and winches for halyards. Anchors, shade canvas, VHF, fresh water sailed. \$7,500. Call (916) 677-5395.

PEARSON 26, 1973. Excellent condition, sleeps 5, galley, head, many extras, 9.9 hp Johnson o/b. Solid Bay sailer. \$5,000 obo. Call Charles (408) 253-3461 eves.

26-FT T-BIRD RACE/CRUISE SLOOP. Built to International T-Bird Assn Plan 85, VHF radio, radar reflect, SS galley, hauled Aug. '95, reconditioned mast & bottom. Sleep 5, 3 man raft. Ready to sail. In water, Bethel Island. \$6,500. Finance (510) 684-9002.

ERICSON 27, 1974. Two boat owner, must sell, price reduced, excellent condition, 6 Sails, Harken furling, Loran, DS, KM, Autohelm, VHS, Atomic 4, 93 Survey, new batteries. Rigged for singlehanded, located at Coyote Point. \$9,900. Mark (H) (415) 324-2010; (W) 408-973-7865.

COLUMBIA 26, 1969. Excellent sail inventory. New 8 hp o/b. Ready to sail but does need some TLC. \$3,000. Call Bob (707) 447-2053.

BRISTOL CHANNEL CUTTER 28, 1989. Excellent condition, factory built. Never cruised, 3 cylinder Yanmar. Pro-furl furling jib, Pardey steering vane, totally prepared, documented. New replacement cost \$180,000. Lying San Francisco. \$114,000. (415) 821-0617.

COLUMBIA 28. Beautiful custom wood inside. Four sails (storm). '93 Suzuki 10 elec start w/ 45 hrs. Roller reefing. Two deep cycle batteries. Stereo, knot/log, compass, new VHF. Head. New rig '93. Two gas tanks. Whisker pole. \$9,400. (510) 521-8500.

CAL 2-27. Good sails, inboard Yanmar diesel, VHF, KM, compass, autopilot, Loran, gas stove, all lines led aft. \$10,000. (408) 251-6436.

25' CORONADO. DS, KM, cassette stereo, stove, Porta-Potti, 3 jibs, Pineapple main, very clean, 8 hp Suzuki, extras, all lines lead aft, anchor & tackle. Whisker pole. Shore power. \$4,500. (408) 779-4268 lv msg.

1993 MASTER MARINERS WINNER, Curmudgeon is reluctantly for sale. 27' Tem sloop, built 1950's. The more wind the better. Inboard power. \$6,200. (415) 398-4274.

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NEWPORT 27S, 1977. Very good condition. Rigged to do everything from cockpit: raising, dropping, reefing sails. Last two surveys and haulout work orders available, including rigging rework. LPU hull paint, knotmeter, depthfinder, VHF, Atomic Four engine. Offers. (415) 435-2622.

CAPRI 26, 1990. Original owner, full battened main, single line reefing, Lazy-Mate furling system, furling 150, nearly new spinnaker, internal halyards, self-tailing winches (4), all lines to cockpit, compass, knot, depth, VHF, swim platform with walk-thru transom, aft cabin with full double berth, enclosed marine head, galley, 9.9 Honda 4 stroke with electric start, trailer. This boat is pristine, the biggest 26 around, and great for the Bay and/or trailering. \$22,950. Phil (916) 482-0832 days or (916) 485-9766 eves.

CATALINA 25 1980. Fixed keel, Pop-Top, new Evinrude 9.9 hp o/b long shaft electric start, battery charger, VHF, knotmeter, depthfinder, stove and potty, two anchor, new sail covers. Relocating, must sell, \$7,000 obo. (510) 841-6944.

SUN 27. Northwest built Bob Perry design, chosen on owner's extensive cruising experience: keep it simple. Main, jib, genoa, Yanmar (140 hours), DS, VHF, log, stereo, more. All wood interior, aft galley, private head, grab rails, holding tank. \$11,000. (415) 457-8236.

CHEOY LEE 26, FRISCO FLYER. Beautiful. Fiberglass bottom, teak topside. Full cover. Six bags of sails. Volvo diesel i/b, dual batteries, depth sounder, knotmeter, VHF, stove, enclosed Porta-Potty, dodger. Hauled, bottom painted 9/95. \$8,500. (510) 370-9338 after 6 pm.

CAL 2-28, 1969. Perfect Bay & Delta cruiser/racer. Large cockpit, all lines led aft. 7.5 hp Honda 4-stroke on ease-in mount. Main (two reefs), 130 jib reefable to 90, 180 genoa, 3/4 oz spinnaker with turtle, extra sails and bags. 2 burner Hiltner propane with oven, 20 gal water, new pressure washer, Porta Potti head, many extras. Priced to sell quick! \$6,500. (510) 671-7881.

SPIDSGATTER 25. Classic Colin Archer design wooden double-ender. Frequent master mariner competitor, great Bay sailor. Located Alameda Marina. \$3,000 obo. Call (510) 352-0409 before 9:30 pm.

MacGREGOR CUSTOM 26, 1993, with roller furling, permanently installed head with holding tank, deluxe railing with stern boarding ladder, autopilot, bottom paint, bimini top, Pop-Top enclosure, trailer with brakes, 9.9 electric. Excellent condition. Over \$20,000 new. \$12,729. Let's talk (209) 239-9236 or (209) 239-6060.

ERICSON 27, 1972. Motivated seller, 6 sails, great Alameda Marina berth, Atomic 4, new upholstery, extensive equipment list, \$9,395. John (209) 586-3222 days or (209) 586-6129.

NEWPORT 27, 1972. New Leading Edge sails, full battened main, new ProFurl roller furling, new upholstery, wheel steering, Atomic 4, bimini top, dodger, VHF, depth, AM/FM CD, gennaker, man ob pole, 2 anchors, great Bay boat! \$12,000 obo. (415) 383-3163.

COLUMBIA 28 NEW! Yeah sorta. 1970 model first rigged and launched 10/95. New: epoxy, Volvo diesel 36 hrs, pump, Instruments, compass, 120, main, running rig, Groko K Head, batt, 18 gal fuel. Sailed 5 times. \$14,000. (707) 795-4731.

EXCALIBUR 26, 1966. Good sails, self tacking jib and 150% genoa. Enclosed head. Great Bay boat with large cockpit. First \$1,200 takes her. (707) 576-1058.

HUNTER 26 SLOOP, 1987. Like new main/2 jibs, 2 batts w/charger, compass, GPS, Tillerpilot, 9.9 Nissan, custom interior, propane grill, cushions. Clean boat, ready to go. \$16,000 obo or trade for bigger boat? Mark Bosta (800) 417-3691, lv msg.

26-FT J-80, HULL #25. Never lost a race. Let it win races for you. New Nissan 3.5. Spectra halyards. Two sets of sails, one set used only once. Sail covers and trailer. \$29,500. (510) 806-6882 (pgr) or (510) 634-3775 (H).

CATALINA 27, 1977. Great condition, dinette, sleeps 6. New standing/running rigging, lines led aft, inboard Atomic 4, main, 3 jibs, compass, VHF, DS, KM, AM/FM cass stereo, head w/ holding tank, 2 anchors w/chain & line. \$7,700 obo. (916) 487-0534. May consider partnership.

O'DAY 27, 1986. Diesel inboard, roomy interior, three sails, self-tailing winches, cockpit cushions, marine head/holding tank, new batteries, 110v shore power. VHF radio, 6' headroom, hauled Sept 95. Like new condition. \$13,500. Call (510) 228-2852.

CAL 25. Very good condition. 5 sails (including spinnaker), new cushions, new battery, new anchor chain and line, bottom paint 11/94, Porta-Potti, large cockpit, Harken traveler, great boat for racing or cruising on the Bay. \$3,600 obo. (510) 980-0627.

HUNTER 28.5, 1986. 16 hp Yanmar, aft cabin, h/c pressure water, built-in microwave, Heart interface inverter/charger, shore power, wheel, dodger, roller furling. Bottom paint 2/95, no blisters. Full covers, showroom condition. \$21,900. Call (707) 374-2999.

25-FT BULL 7050. Not the family frightener! Fast, stable, cruisable. Pivoting rotating sprit (120'), molded interior. Sink, cabinets & galley. Double berth aft. "V" forward, unique outboard storage. Twin companionways. Never raced, new diax mylar sails. On trailer. Lindsay McDiarmid (503) 691-8339.

NELSON-MAREK 28. ULDB. Fresh water boat. PHRF 115, no bottom paint, excellent racing history, 11 North sails, mostly Kevlar, some new, including .6 poly spinny, adjustable genoa leads, Volvo sail drive, folding prop, CD player. \$16,900 obo. (916) 525-1233.

CATALINA 27, 1977. Excellent condition, Atomic 4 inboard engine, autopilot, main, 3 jibs, genoa, tabemacle mast, shore power w/ charger, 2 batteries, head w/ holding tank and more. Located Bel Marin Keys, Novato. \$7,500 obo. Call (415) 883-7715.

PACIFIC SEACRAFT ORION 27, 1982. Wheel steering, 7 sails, including fully battened main with Dutchman, new self-tailing winches, roller furling, monitor windvane. Full Datamarine instrumentation, AP, Loran, GPS. Dodger, bimini, cockpit cushions, color TV, stereo. \$49,900. Call (415) 550-8241.

CATALINA 25, 1982, with swing keel, trailer w/ elec winch, 9.9 Evinrude, 3 sails & cruising spinnaker w/sock, KM, DM, VHF, compass, autopilot, new rigging and upholstery in 94, cockpit cushions, 2 Pop Top covers, cabin cover, sunshade and more. Excellent condition. \$8,500. Call (510) 937-7219.

PEARSON ARIEL 26. Atomic 4 inboard, VHF, Loran, depthfinder, knot/log, sails: 110, 150, 170, light genoa, 2 spinnakers. Tiling mast. See at Peninsula Marina R.C. \$4,500 or trade for trailerable boat. (408) 688-6399.

CHEOY LEE OFFSHORE 27, 1969. Refit for offshore single or double handing. Rebuilt Volvo diesel, gearbox and exhaust system. New Hogin sails. New electrical system, including 3 battery banks, high-output alternator, "smart" regulator, system monitor & panel. New custom navigation station. New LPU, radar, VHF, Loran, GPS, DS, Autohelm 4000, autopilot & vane. Wheel steering, teak decks, bright mast & full cover. Excellent & upwind Berkeley berth. \$22,000. Call Keith (510) 527-2685.

CATALINA 27, 1985. Really excellent condition. Very well rigged for racing and/or cruising. Harken convertible furler. Mylar class jib + furling jib. Diesel. Autohelm 2000 & other cruising gear. New bottom paint 6/95. Two boat owner must sell. Priced down to \$17,450. (415) 456-1130.

LANCER 25, 1980. 3' shoal draft keel, trailerable. VHF, depth, knot, 9.9 hp Johnson. Clean roomy teak interior, 6' headroom. \$3,900. Voice mail. You must dial 1-415-789-7868.

CAL 27-2, 1977. New Yamaha diesel, 3 jibs, new main with jiffy reefing, ship-to-shore radio, stove, 2 anchors. Rigged for cockpit handling, racing or cruising. Must sell. \$12,000. (415) 925-0243.

25-FT FOLKBOAT. Good condition, \$3,000 obo. Catalina 22, excellent condition, w/ motor, \$3,000 obo. 26' trailer, \$1,000 obo. Matt (408) 998-8775.

NEWPORT 28, 1976. Excellent condition. New bottom, hull and topside paint and new upholstery. Spacious and fast — excellent Bay Boat/pocket cruiser. Atomic 4 inboard engine, 3 headsails and spinnaker. VHF, GPS, depth sounder. \$12,000 obo. W (415) 617-0137 or H (415) 325-8292.

B-25, 1988 #1. Two-time National champ, two-time Delta Ditch Run, dry/fresh water sailed, trailer, o/b, Ullman sails, ready to race and win. Located in N. Cal. No trades. \$15,000 firm!! Call (916) 736-1629 or (916) 243-4661.

27-FT INTERNATIONAL H BOAT, 1980. Nissan 4 hp o/b ('93), main, 3 jibs, spinnaker, VHF, DS, Loran, KM. Coyote Point berth. Asking \$9,800 obo. (408) 323-9051 or (510) 490-3288 (email: wclingin@msm.mea.com).

CATALINA 27, 1976. Good condition, clean, inboard Atomic 4, 110 and 90 jibs, new cushions. Health forces sale. \$7,500 obo. (510) 945-1661 after 6 pm.

CONTESSA 25, 1978. A lovely example of this famous design. Freshly rebuilt diesel, epoxy bottom, twin forestays, jiffy reefing, 2 batteries, Autohelm, windvane, EPIRB, DS, KM, VHF, shore power, 5 bags sails, dodger, new shrouds, hauled 11/95. \$12,200. (408) 336-2756.

29 TO 31 FEET

BABA 30, 1978. World cruiser, 25 hp Volvo, low hours, solid teak throughout, Autohelm 3000, windvane, liferaft, EPIRB, h/c pressure, Adler-Barbour, fireplace, new upholstery & canvas, sailing dinghy, beautiful tanbark sails, anchors, windlass, much more! A steal at \$50,000 obo. Call (619) 225-7849.

CATALINA 30, 1976. Recent haul-out, survey, bottom paint. Yanmar diesel, blister-free bottom, head, galley, new sail covers. Easy and fun to sail. Berthed in Sausalito. \$16,900. (415) 665-9135.



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BABA 30, 1983. Capable Robert Perry world cruiser in excellent condition. Cutter rig, teak deck, brightwork, h/c pressure water. Yanmar diesel, documented. New upholstery, exhaust system, head, lifelines, and batteries. \$55,000 firm. Aaron (916) 455-4309.

SAGITTA 30, 1966. Sleek Danish double-ended world cruising vet. Full keel w/ cutaway forefoot. F/g hull and deck w/ epoxy barrier coats. 9' beam, 11,500 lbs displ, 4'9" draft. Ext chainplates w/ new rigging, Norseman fittings. Alum spars w/ mast steps, tri-color, boom gallows, dodger. 8 sails, diesel rebuilt 1995. Tillermaster autopilot, wind/speed/depth electronics, VHF, Loran, RDF, CQR, Danforth anchors, 300' chain, windlass. Propane stove. Avon dinghy. Just appraised at \$33,200. Must sell. \$24,900. (805) 650-9528.

YANKEE 30, S&S SLOOP, 1973. Loaded. Ready to cruise anywhere. Diesel, GPS, ham/SSB, ProFurl, five sails, windvane, pilot, windlass, excellent ground tackle, roll-up Achilles, dodger, awnings, wind generator, solar, more. Excellent condition, in Mexico. \$24,500. Patricia (619) 698-9044 weekdays for specs.

CATALINA 30, 1982. Sierra Point, Brisbane. Beautifully maintained. Sleeps 6, Atomic 4, wheel, Autohelm 4000, Loran, knot, depth, VHF, roller furling, 2 speed winches, jiffy reefing, lines led aft, inflatable dinghy, anchor, cockpit cushions, automatic bilge, hot water, shower, microwave, alcohol stove/oven, TV, AM/FM, clock, barometer, privacy curtains, carpeted, jackets, shore power, auto charge marine batteries, cabin exhaust blower, equipped for spinnaker, oiled teak. Canvas covers for binnacle, main, winches, and teak. \$23,850. (702) 786-8797 or (702) 825-5292.

30-FT GREAT LAKES KNARR. Beautiful bright mahogany on oak. Full custom cover to waterline for sunlight protection. The spar is white LPU for low maintenance. Rigged with Harken equipment. This boat is a turnkey deal (if it had a key) and is ready for Bay sailing. New 3.5 hp Nissan outboard and crispy sails including spinnaker. She is always graced by admiring eyes. \$ 8,000 obo. Simon at (510) 339-2436.

CATALINA 30, 1976. Recently hauled, surveyed and painted. New thruhulls, sail covers, halyards, fenders, etc. Yanmar diesel. 2 head sails. Galley, head, refrig clean, looks great. Good liveaboard. Berthed in Sausalito. \$16,900. (415) 665-9135.

CAL 29, 1969. Racing gear, 14 sails, heavy mast and rig. Needs your experienced effort to restore and repair interior. On 3-axle trailer in So. Cal. \$6,500 for both obo. (805) 962-4073, leave msg and phone number.

CATALINA 30, 1979. No extras. Atomic 4. \$14,000 or make offer. Dottie (510) 376-5995 days; (510) 376-5034 eves and Sundays.

OLSON 30, 1981. Tandem trailer, 4 hp o/b. Single spreader, rod rigging, VHF, AM/FM cassette. New battery, new bottom paint, Porta Potti, ground tackle, MOB pole & horseshoe, Avon Redcrest, 2 mains, 70%, 95%, 100%, 125%, 150%, .5 oz & .75 oz chutes. \$16,000 obo. Call Rob (707) 262-5822 lv msg.

OLSON 30, HOLY GUACAMOLE, 6th out of 37 boats at 95 Nationals. Complete set new North racing sails and offshore and delivery sails. Mast, boom, rigging all new in '94. Dual axed trailer, outboard. This boat is set up to race and win. \$19,500 obo. Steve (818) 585-3566 (D) or (818) 368-0935 (N) for detailed fax sheet.

IRWIN 30, 1979. Tiburon berth. Well built, fast and comfortable. Yanmar diesel. Clean bottom. New Hood main. Harken roller furling. Wheel. Lines lead aft, VHF, KM, WD, DS, Loran, stereo. Teak interior. Teak and holly sole. Shower. Gear. \$22,500. (415) 454-4443.

CHEOY LEE OFFSHORE 31 SLOOP, 1969. Excellent condition, glass hull, teaks decks, Volvo MD-2 diesel, pedestal steering, two anchors, anchor windlass, new interior cushions, full boat cover. Berthed at South Beach Harbor, SF. \$24,000. (415) 967-9567 any time.

YANKEE 30. All new 1995: Autopilot, dodger, VHF, solar panels, GPS, Loran, 2 batteries. Atomic 4 rebuilt 1994, 4 head sails, 1 main (9 oz, 3 reefs), 2 spinnakers, 3 anchors, 3 water tanks, gimbaled stove, lots of equipment. TransPac vet. Asking \$19,000 obo. (510) 528-4216.

SANTANA 30, 1979. Excellent condition, well maintained, Volvo diesel, Loran, DS, KM, new Furlex w/ 120 furling jib, 150, 90, cruising spin w/ sock, new Autohelm 2000, new VHF, Origo alcohol stove, bottom paint 4/95, easily single-handed, located Vallejo YC, \$19,500, (707) 226-7209.

NEWPORT 30 MK III, 1982. Loaded & meticulously maintained. Ideal liveaboard. Micro oven, stereo, stove/oven, h/c shower, BBQ, custom cabinets, new dodger & Bimini, new furling main & jib, S/T winches, new lines lead aft, VHF, DS, RDF, low hr. diesel, cockpit cushions & table, w/ anchors/windlass, wheel, etc. Reduced to \$28,500 firm. (510) 655-9465.

CAL 29. Excellent condition, quality boat. Atomic 4, 3 genoas, staysail, drifter, fathometer, VHF, includes new bottom paints. Has always been well-maintained. \$11,500. (619) 222-2275.

S29.2A, 30-FT, 1979. Alt cockpit, excellent shape, good builder reputation, wheel, depth, speed, 15 hp Yanmar diesel, runs great. Alcohol stove, h/c pressure water. Berthed at South Beach Harbor, SF. Must sell. Can show weekends. \$17,000. (408) 954-7285.

PEARSON 303, 30-FT 3", 1984. 1994 sails, full batten main, tri-radial jib w/ Harken furling, new Dutchman sail flaking system, Yanmar 2GMF diesel. Bottom painted March 1986. Autohelm instruments, windpeed & direction, depthfinder, knotmeter. Tiburon berth possible. \$29,950. (415) 435-2777; fax (415) 435-7620.

J/29, 1983. Great boat. Original owner. Must sell — going cruising. Stored on trailer (included). New Johnson 8 hp outboard, VHF, marine head, anchor & rode, life jackets, brass oil lamp. No blisters, very clean competitive racer/cruiser. Add water. \$21,500. (510) 337-1586.

PEARSON 30, 1977. *Lutetia*, (Celtic word meaning "place surrounded by water"). Never raced and lovingly cared for. Pacific Coast Canvas dodger w/rear and side hand holds, autopilot, inflatable w/ 3 HP lightweight Tanaka outboard, recently rebuilt Atomic 4. This has been and will continue to be an excellent boat for local cruising. Berthed in Oyster Cove. \$22,000 obo. (415) 726-0416.

PACIFIC 30 F/G SLOOP DAYSAILOR. Rebuilt Atomic 4. Sausalito berth. Too many details to list. \$6,500. Call for color flyer. (415) 332-9543.

OLSON 911SE, RUDE DOG. Very clean racer/cruiser. 6 bags sails, check stays, Navico Instruments, Sail Comp, autopilot, killer CD stereo, VHF, Micrologic Loran, Yanmar diesel, new dodger & much more. \$43,500 obo. (510) 814-7285.

BEST 30 FOOT ERICSON ON THE BAY. Give us a call of leave message at (702) 825-3914 and we will send you the specs.

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CATALINA 30, 1988. Wing keel, tall rig, roller furling 150, painted mast and boom. Refrigerator, cockpit cushions, 25 hp, Universal diesel - fresh-water cooled (227 hrs). Boat like new, always fresh water. On Whiskeytown Lake. \$31,500. (916) 347-6126.

HUNTER 30, 1989. Fractional rigged sloop. Diligently maintained. Roller furling headsail, Dutchman flaking main, Loran, VHF, Signet instruments, AC/DC refrigeration, autopilot, Yanmar diesel, two anchors, wheel, self-tailing winches, AM/FM cassette, barbecue, 6'4" headroom, many upgrades. \$36,500. (619) 489-5025.

SABRE 30, 1983. Cruise equipped, Bristol condition, ready-to-sail. 5 North sails, Westerbeke diesel. Immaculate teak interior. Much more! \$35,000 or best reasonable offer. Inspect Sat/Sun, 3/30 & 31 only. Boat will be sold Sunday night to highest bidder. Details (415) 566-7922.

COLUMBIA 29, 1965. Atomic 4, runs well, Spinnaker, genoa, jib, good condition, needs a little cleaning up. \$4,000 obo. (510) 559-8942.

CATALINA 30, 1980. Wheel, Universal diesel, Harken furler, new standing rigging 94, Loran, autopilot, fathometer, VHF, 2 anchors, 7 winches, teak interior, stove/oven, cockpit cushions and table, stern swim ladder, more. Great condition, clean. \$19,500. (805) 654-1068.

ERICSON 30 1969. Located in SF Marina West Harbor. Atomic 4, VHF, depthfinder, knot. Spacious interior. \$13,500. (415) 332-8676.

CAL 29, 1969. *Paddy Wagon*, well maintained & needing summer exercise, light sailing last several years, 3 head sails & spinnaker, all in good to excellent shape, retrofit in '80, slipped in Alameda, call for fax sheet, days (510) 523-8146 or eve (510) 521-8575.

J-29, 1984. Great racer, 10 sails, lots of extras, CD player, only owner. Must see. \$19,500. Chad (415) 751-3253.



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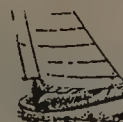


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30-FT WOODEN SLOOP. Professionally-built in New Zealand, 1974. Beautiful, low-maintenance strip-planked hull (1 1/4" Kauri wood) with heavy framing, fiberglass-covered deck and cabin. Racing/cruising (Planet Class) design with modern rig, aluminum mast, SS rigging, modified full keel (nimble yet stable), diesel (recently serviced - new batteries). Complete set of sails including, 2 Genoa's, spinnaker, storm sails. Self-steering, 3 anchors, liferaft, new bottom paint. \$18,000. (707) 629-3349 Johan.

32 TO 35 FEET

HANS CHRISTIAN 34 CUTTER, 1977. A cruising boat for all seasons. Lots of beautiful teak inside and out. 36 hp Volvo diesel. Long list of cruising goodies. Price cut to \$63,900. In Seattle. (206) 789-9609.

HUNTER 33, 1981. Roller furling, Yanmar diesel, wheel steering, VHF, wind, depth & speed gauges, self-tailing winches, dodger, h/c water, cockpit cushions, stereo, 2 anchors, stove, head, battery charger, etc. Excellent condition. Sleeps 6+, fast, comfortable & fun. \$27,000. (415) 461-7147.

ERICSON 35, 1983. Maintained in excellent, clean shape. Spinnaker, furler, dodger, fridge, Autohelm, diesel, lines led aft. DS, KM, WP. New sails, covers and rigging, bottom paint and more. Hawaii vet. Strong, able performer. Teak interior. \$59,000 or time-share lease @ \$300/ mo. Phil (408) 377-7951.

BRISTOL 33, 1969. Ready to go with roller furling, spinnaker, dinghy, windvane, liferaft, radar, VHF, DS and lots more. Stout hull, no blisters! A fast, stable cruiser ready to sail anywhere. \$26,500. (408) 441-0655, evenings.

HUNTER 33.5, 1988. So. SF Excellent condition, perfect liveboard, light and airy, two staterooms, sleeps seven. H/C pressure water. Yanmar diesel, VHF, DS, KM, dbi spreader mast, wheel steering, self-tailing winches, winged keel, fresh bottom. \$38,500 obo. Jim (916) 987-7807.

NEWPORT 33, 1984. Excellent condition, diesel, Harken roller furling, dodger, full cover, h/c water, radar, Loran, VHF, Navico 8000 autopilot, depth, wind and knotmeters and stereo. This is a documented boat ready for comfortable Bay or off-shore cruising. Moving to larger boat. \$39,000. (408) 363-2035 days or (408) 335-7037 eves.

NANTUCKET 33, 1968. Strong, lightweight, fast. displacement 9,000 lbs / 4,100 lbs. Aluminum hull, built in Holland at Huisman's yard. Alen Gurney design. The perfect couples blue water cruiser/racer. All mahogany below decks. Configured for passage making. Volvo MD6A, extra water tanks, Avon, spin gear. Excellent condition. \$33,000 obo. Jim Van Beveren (H) 510 827-8915.

34-FT ATKINS KETCH, 1961. At 47-ft LOA Auwana is constructed of Alaskan yellow cedar laid on apitong frames. Completely restored (1991-1994) from fasteners to sails and from electrical system to rebuilt Yanmar with new transmission. Auwana was built and restored with passion, has wonderful balance under sail, is in rhythm with the ocean, and is many times a trans-Pacific veteran. Must see to appreciate. Owners motivated, price reduced to \$52,500. Call Ted (510) 523-6186.

RAFIKI 35, 1980. Blue water cruiser, teak deck & interior, Airex hull, Volvo diesel, Autohelm/windvane, VHF, knotlog, depth, Alspar mast & rigging, 10 opening ports, new bottom, recent survey. Replacement value \$155,000, sell for \$55,000 obo. Call for brochure (408) 867-9202.

WESTSAIL 32. Teak decks, LP stove, diesel heater, refrigeration, stainless boomkin, 3 anchors, windlass, VHF, depth, knotlog, Loran, hard dinghy, Volvo MD 2B w/ 60 hours on complete rebuild, rewired 1993 w/ Ample Power system, 6 sails, needs cosmetic TLC. \$45,000. (408) 288-8773.

CAL 3-34, 1977. Cruise ready Mexico veteran, completely refurbished '92, bristol inside and out, loaded with top quality gear. Conveniently located in San Diego. Add food and go! Call for details and faxed inventory. \$38,000. (619) 741-3524.

CAL 35, 1980. Sloop, cruiser/club racer. Great condition. Fully equipped: VHF, Loran, knot, log, depthfinder, stereo, heater. Teak interior with 3-burner CNG and h/c water. Complete with galley and safety equipment. \$44,900. (510) 582-2110.

CAL-34, 1968. Project boat; some assembly required, batteries not included, contains small parts... No mast, has rest of rig, chute, 6 sails, wheel steering, fresh Atomic 4. Lotsa stuff. Be ready for Opening Day 1997. Best offer. (510) 522-8901.

ERICSON 32-200, 1989. Diesel, electronics, aft cabin. Lovely all wood interior. Beautiful boat from truck to keel. \$58,500. (510) 228-0215.

CORONADO 34. Liveboard/cruiser. 6 sails, diesel, autopilot, 12v refrigeration, electric windlass, propane stove, dinghy with motor and much more. Vessel dry stored on its custom 3-axle trailer in Northern California for 3 years. \$14,500 obo. (916) 629-2909 voice/fax.

BRISTOL 33, 1969. Back from cruising and fully cruise-ready. All of our cruising gear goes with her. Aries windvane, Apelco radar, anchors, rode, excellent VHF, Avon liferaft, Farnet roller furling, autopilot, windlass, watermaker, even a wind generator and dinghy! High-output alternator, refrigerator, depthsounder, spare parts and lots more. She has an Atomic 4, but don't let that put you off — it's a great engine! No blisters. Take a look — she did us well. All this for \$25,500. (408) 441-0655 evenings.

CATALINA 34, 1987. Roller furling. Beautiful interior, like new. Microwave, stereo, VHF, knot, depth instruments. Very low hour diesel. \$38,750 (or equivalent shares of Intel or Hewlett Packard stock). Ad expires 4/30/96. (916) 427-2732.

SANTANA 35. Equipped for racing and cruising, cross stringers reinforced on keel June 95. New racing sail, many updates within 95 for racing and cruising. Surveyed May 95 at \$32,000. The owner is getting desperate to sell immediately, so make offer. (510) 524-1160.

CHANCE 3/4 TONIOR, 1972. Fast & stiff, 10,300/5,300. Sweet Yanmar 20, tapered Spaarcraft rig, Navtec rigging, new bottom 9/95, trick paint, 10 winches, tiller, 6'2" headroom, sleeps 5, propane, 125, 95, storm, spinnaker. VHF/Loran, \$19,500. (415) 872-0535.

34-FT BENETEAU 350, 1988. Fresh water sailed only in the California Delta. Bimini, dodger, new canvas all around. 249 hours on diesel. Heart freedom 10. Large battery bank. Prettiest, cleanest Beneteau you'll ever find. \$59,500. Call (510) 634-3775.

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HUNTER 33, 1980. Excellent condition, Loran, fishfinder, beefed up rigging, new headstay, like new main, genoa, fin keel, Yanmar diesel, wheel steering, hot/cold shower, head, stove, etc. Very well maintained, fast, easy to sail. \$29,000. (415) 896-2523.

35-FT CHEOY LEE LION SLOOP, 1962. Professionally maintained and improved. Teak hull, diesel motor, 5 berths, pretty interior. Needs loving new owner. \$25,000 obo. (707) 895-3506.

IRWIN 34, 1984 CRUISER/RACER. Want to sail fast, but not sacrifice room and comfort? This beautifully maintained boat has proven its performance and seaworthiness by sailing the Great Lakes the first 4 years and the CA coast, Bay & Delta the last 8 years. 20 hp Yanmar diesel, 560 hrs, 3-105 amp-hour batteries (1994). Wind, depth, speed, VHF, Loran, refrigeration, self-tailing winches. H/C pressure water and shower, 80 gal water, 30 gal fuel, propane stove/oven, microwave, color TV/VCR, roller furling, 3 sails, cockpit cushions, custom winter/Delta canvas cover, davits, custom teak cabinetry added in salon and galley. Large V-berth forward - closes off for privacy. Eleven opening ports & two hatches for brightness and ventilation. \$42,000. Call (510) 865-4101.

NEWPORT 33, 1983. Tahoe boat, roomy performance cruiser. Well maintained, good sails including main, jib, Pineapple genoa and spinnaker, Universal diesel, rigged for short-handed sailing. New Achilles Hypalon inflatable, new Honda 5 hp. Tahoe Keys slip. Asking \$35,000. Mornings (702) 588-1473.

J-105, 1995 NATIONAL CHAMPION. Professionally maintained, excellent condition. Faired/painted in '95. Fully equipped - all the latest "Go Fast" upgrades. Two sets of sails. A proven winner ready to go for '96 in a competitive, friendly fleet. \$96,000 obo. (510) 523-5290.

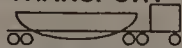
34-FT SCANDINAVIAN SLOOP, 1982 by Targa Yachts, Finland. Center cockpit, aft cabin performance cruiser. Design similar to Swan/Hallberg Rassey. Teak decks, wheel steering, Volvo diesel with saildrive, VHF, SSB receiver, Loran, Autohelm, RDF, 110 & 12-volt systems w/ charger. Enclosed head w/ holding tank, dinette, V-berth, galley, nav station, refrigeration, pressure water, forced air diesel heater. Comfortable, clean and functional liveboard (headroom 5' 10"). Full sail inventory, ground tackle, anchor windlass. Lots of storage. Boat in overall very good condition. Built for off-shore sailing safe, solid, and seaworthy, easily shorthanded. Former Mexico vet. BUC Used Boat Guide value \$ 48,500. Offered for quick sale at \$34,500 (cash, no financing). Located Sausalito. For further info please call (415) 332-9231.

RANGER 33, 1976. Atomic 4, wheel, VHF, DS, knotmeter/log, WP, WS, autopilot, 3 headsails, 2 burner propane stove w/oven, refer. Benicia Marina berth. White with blue sheer. \$20,000. (916) 795-5472.

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ISLANDER 32, 1978. Westerbeke diesel, 5 sails, dodger & cushions. Stove w/ oven, h/c pressure water system, cabin heater & spacious teak interior. A one owner boat in good condition. Asking \$37,000. (702) 826-1422.

CATALINA 34, 1986. Great condition, little use. Roller furling, Yanmar diesel like new, CNG stove & oven, hot & cold pressure water w/ heat exchanger depth, knot, VHF, more. Moving, must sell. In L.A. \$42,900 obo. (310) 573-9288.

NIAGRA 35. Fast and comfortable. Two cabins, full galley, large head & shower. Refer, cabin heater, work bench. Westerbeke 50, folding prop. Dodger w/ new plastic. New ProFurl, mainsail & more. Great Bay, ocean or Delta boat. Asking \$67,500. (510) 828-4880.

CLIPPER MARINE 32, 1977. Glass sloop, VHF, Yanmar diesel, recent haul, roomy cabin, perfect for Bay or Delta. Sleeps 6, ready to sail, at Berkeley. \$8,900 (510) 938-7699.

ISLANDER 34, 1972. Good clean, solid boat. New interior, new bottom, new survey. \$18,000, make offer. (707) 528-9005.

ARRIVE ALIVE. English built 35' 1960 Corten Steel sloop in excellent condition. New dodger, Profurl w/ 110% jib, autopilot, GPS and inflatable dinghy. Fresh diesel, Aires windvane, full batten main, cannister rait, more. First \$25,000 takes her. Dan (415) 924-2225.

36 TO 39 FEET

36-FT TRADITIONAL DUTCH N.A. STEEL sloop. Prof. build reg N.Z. Imported Australia. Laying Queensland. Your Benefit, entry to both countries. Alum spars. Cruising sails, Bainbridge Dacron. Edson wheel steering. Emerg. rudder. 300 Autohelm/pilot. F/G dinghy 2 hp Suzuki. Anchor windlass. VHF/Seaphone. Marlin depthsounder. Rinnai stove/oven. 2/9KG LPG bottles. VD0 clock-barometer-sumlog. Engel fridge/freezer, 40 Liter 12/240 volts, icebox 40 liter. 2/83 Watt solar panels. 50 gallons water/diesel. 4/75 amps batteries. Yanmar 3QMH-30 hp and much more. \$125,000 USD negotiable. Further info: B.F. Sinnige, P.O. Box 1785 Bundaberg, 4670 Queensland, Australia. Ph: 018-458-662.

MORGAN 384, 1985. Brewer's classic. Gaia one of the last and finest editions, cruise equipped with the best. Harken with 145% and 90%, triple reef main, dorades, extensive teakwork in and out. Perkins 4-104, epoxy bottom, radar, GPS, Loran, Signet, Lofrans elec windlass, Bruce, inflatable with 10 hp, Gas Systems propane, dodger, high output alternator with AmpHour computer, many upgrades last year. Sails as good as she looks. \$75,000. (415) 969-9327.

NONSUCH 36, 1989. Push button, sail goes up. Easily single-handed, 50 hp diesel, 49 gal fuel, 112 gal water, microwave, TV, stereo, autopilot, Loran, VHF, two mainsails, dodger, air conditioning, propane heater, cockpit cushions, etc. Document. \$135,000. (916) 268-2404.

CAPE DORY 36, 1988. Beautiful, like-new, blue-water cutter. Running rigging, North gennaker, Raytheon RLG radar, windlass, all 1994. UK sails. Perkins 4108 (only 300 hours), Datamarine depth, knot-log, wind speed/direction. Bronze winches. Lovely interior. A very rare find. \$115,000. (510) 935-3772.

39-FT INTERNATIONAL 30-SQUARE METER sloop, 1985. Equipped for racing and cruising. Fiberglass hull, teak decks, mahogany cabin and cockpit. 4 sails, Ballenger spars, Navtec rigging. 3/4 cover, outboard motor, recent survey. Beautiful boat in excellent condition. Asking \$26,600. (408) 867-2631.

CAL 39 RACER/CRUISER, 1972. Trans-Pac veteran, classic blue/white, recent interior/exterior repaint, tiller, new North main, 3rd place '95 Valjejo race, PHRF 105. Sails beautifully, a lot of boat for the \$\$\$ \$39,500. (510) 339-3263.

COLUMBIA 36, 1969. Hot/cold pressure water, roller furling, cruising prop, refrigeration, wheel, TV, dodger/bimini, windlass, 22# Danforth, 4.5" bulkhead compass, Two 135 amp-hour batteries, Autohelm ST4000, knot/log and depth, head. \$27,900. (415) 321-6040.

36-FT STEEL SLOOP. Proven Pacific voyager. Diesel, Aires, freezer, propane stove, water 100 gal SS, electric windlass, all chain, 3 anchors. Genoa, 3 jibs, storm: jib, tn sail, safety equipment. Done NZ Cat 1 twice. Charts (heaps). \$39,500. (206) 821-9530.

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36-FT FERRO CEMENT CRUISING SAILBOAT. Only one owner. Aluminum mast, diesel engine. Cruised South Pacific, returned from Australia 6/95. \$25,000 obo or trade for property in Sacramento area. (707) 664-1689.

36-FT SLOOP, 1983. Built by Pelle Petterson in Sweden. Fiberglass hull, fore and aft cabins, 6'4" head room, perfect mahogany interior, oversize rigging, Volvo diesel, immense storage inside and out, battery charger, Spinnaker, BBQ, pressure water, LPG stove, 8' dinghy, all systems and engine room very accessible, hull to deck joint is solid glass, modified fin keel, skeg hung rudder. This boat is strong, fast, very dry and one of 120 built as performance cruisers. \$37,000. (970) 328-7762.

GULFSTAR 37 SLOOP, 1979. Immaculate condition. USCG Documented. New main, epoxy for hull and recent standing rigging. Jib & genoa on Harken furler. Well cared for and fun cruising boat for solo or couple on Bay or ocean. Very stable and responsive. Perkins 4-108 (1200 hours), VHF, depth, knots, windlass, dodger, aft cockpit, very comfortable and dry. Teak & holly cabin, galley well laid out, with AC/DC fridge, propane stove/oven. \$56,500. Calif only (800) 322-5611 or (916) 646-8836.

CATALINA 38, 1980. Sparkman Stephens, remodeled interior. Yanmar diesel, 9 sails, Sailcomp, Loran, other instruments. Excellent liveaboard, cruiser or racer. Must see. \$47,000. Call (415) 261-9241.

HUNTER 37, 1978. Cutter, club boom, roller furling jib, all lines run to cockpit. Diesel, Loran, VHF, DF, KM, stereo, propane oven and stove, pressure hot and cold water, shower, new sail covers, 2 x 45 gal water tanks, good liveaboard cruiser, double bed forward, separate room aft.

MORGAN 36 1984. Performance cruiser a Nelson/Marek thoroughbred. Perfect for the SF Bay or that race to Catalina. 25 hp diesel 550 hrs, new bottom paint, excellent condition. H/C water, microwave, etc. Consider smaller trade. \$39,750. Franklin (408) 260-1686.

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37-FT FISHER motorsailer ketch. Aft cabin, radar, Loran, wind s/d, depth, speed, log, 2 VHF, CB, loudhailer, Avon, 80 hp Ford Saber diesel, 120 gal fuel, 120 H2O, Avon, Monterey slip avail. Must sell. (408) 624-7210.

FAST PASSAGE 39, ATLANTIC. Recently returned from successful three and a half year round the world voyage, fully equipped and ready to sail anywhere, or live aboard in comfort. Canadian built, William Garden designed cutter rig, double-ender, outfitted with solar panels, refrigeration, diesel heater, new propane stove, solar vents, Aries windvane, Avon 6 man liferaft, Perkins 4-108 diesel, roller furling headsails, CD stereo, SSB/ham and VHF (backstay antenna), full compliment of sails (New Zealand made Lidgard main and yankee), heavy Sta-Lok rigged and much more. \$90,000. Call (206) 525-9828 for detailed fact sheet and appointment for viewing.

1983 O'DAY. (Jeanneau license.) Perfect. Original owner yacht with custom two stateroom interior and hard dodger. Set up for long distance cruising. New equipment includes sails, dinghy with 10 hp Mercury, upholstery, 470 AH batteries, battery monitor system, three-stage regulator. 100A alternator. Air-conditioner with heat. Windlass, chain, and LP paint. Three page equipment list includes radar full deck awning, bimini, autopilot and much, much more. Located in San Carlos (Guaymas), Mexico. \$69,900. (520) 459-4529.

39-FT WRIGHT ALLIED MISTRESS center cockpit ketch. Westerbeke 40 diesel (1275 hrs). AP, VHF, DS, full instrumentation, h/c pressure water. Two heads/showers. 90 gal, fuel, 140 gal water. New 11/95: Epoxy bottom & bottom paint, propeller & s/s shaft, good survey. Full ground tackle, Adler Barbour refrigeration, solar panel. Very comfortable liveaboard bluewater cruiser in good to excellent condition. In Delta. Must sell! \$45,000 obo. (209) 470-9860 or (209) 948-6016.

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NACRA 5.7, 1986, with mast stepping pole and rigging. Double trap and new lines for barber hauler, mast over rotator, jib sheet, dolphin striker. Cat Box trailer. Blue accent on boat and sails. Pretty, light and fast! (707) 839-5790 or fax (707) 839-0818.

25-FT COMFORTABLE RACER/CRUISER TRI. New paint, top/sides/bottom. New tapered mast & boom. 110 hanked jib, socked spinnaker, new high roach powerful main. Rigged for single-handed assembly from house to sail away. Missed Baja this year or planning to do the San Juans this summer??? 30' tandem axle, surge brake trailer. A fast, yet dry performer. Lying Woodely Island Marina, Eureka. \$21,500. (707) 839-5790 or fax (707) 839-0818. \$10 for faxed complete description and expanded photos.

23-FT 'CYCLONE' TRIMARAN. Marples designed and built. Constant camber. Trailerable. Mint condition. Fast. Includes trailer, fully battened main, roller furling jib, spinnaker, rotating mast, bimini, Autohelm, knotmeter, gel battery, Bruce anchor, 5 hp Nissan, much more. Asking \$14,500. (408) 667-2279.

SEARUNNER 31, 1976. Honda 7.5 hp. New LPU paint. New mainsail, new dodger, new rigging. 9 sails, 7 winches, dinghy, VHF, autopilot, logs speed, DS, stereo, MOB gear, stove, cooler, head. Asking \$12,000. Steve (408) 526-5212 or (510) 763-7494.

40-FT TRIMARAN. Cruise ready. Low hour diesel engine, autopilot, watermaker, VHF, fathometer, windlass, propane oven, refrigerator, pressure water, shower, speedo, log, windspeed. New paint inside, topsides, deck and bottom. Sailing dinghy, solar panel, outboard, much more \$33,000. (805) 462-1616.

38-FT HORSTMAN TRIMARAN. Fully offshore cruise equipped. Mexico and Hawaii vet. Solar panels, Givens liferaft, watermaker, brand new mast. Too much to list — the works! \$89,500. (206) 463-1826.

HOBIE 16, 1982. New rigging & shrouds, Comp Tip, dbl trapeze, telescoping tiller, custom tramp, spares, overbuilt custom trailer with huge box for storage of everything. \$1,600. (800) 417-3691. Lv msg for Mark Bosta.

42-FT SEARUNNER TRIMARAN. New, never registered. 90% completed. Needs rigging & finishing work. Sleeps 7, lots of storage. Westerbeke diesel — ready to motor. Built & surveyed to the highest standards. Appraised at \$110,000. Sell for \$53,000 obo. Delivery possible. Call (216) 229-4003.

53-FT TRIMARAN. 28' beam, sleeps 8 w/2 queens and 2 doubles, 2 heads, swim step, glass over ply. Built 1983, rebuilt in 1995. Cruise equipped, SSB, watermaker, solar, radar, GPS, plotter, 240 gal diesel, 160 gal water. New ProFurl furling, radar arch, inverter, spinnaker, new upholstery, new teak floors, cabinets, etc. Rear Sportboat winch on aft cabin, 380 hrs on an 85 hp Perkins. This boat is beautiful! A serious ocean cruiser or charter boat. \$189,000. (619) 464-7619.

POWER & HOUSEBOATS

32-FT LUHRS FLYBRIDGE CRUISER / LIVE-BOARD. Aft cabin with double bed and separate head. Step down galley. Propane oven/stove and Norcold fridge. Lots of lockers and storage. Twin 318s. Fiberglass hull with epoxied bottom. Built NJ, 1969. \$16,500. Sausalito (415) 332-8577.

56-FT CHRIS CRAFT ROAMER, 1964. Steel hull. Twin diesels, full canvas, inside redone. Asking \$179,000. Days (510) 444-8484; eves (510) 534-0735.

24-FT FORMULA HULL, 1977. 2 Chevy 6 cyl Mercruiser outdrives, galv trailer. Excellent condition. Lots of extras. \$9,600. Mike (415) 662-2372.

PARTNERSHIPS

FRERS 51 BLUE WATER CUTTER seeking serious partners to share 1/2 equity, expenses and adventure for multi-year extended offshore exploration in Caribbean/South Pacific. Please call (813) 367-8180.

J/BOAT PARTNERSHIP. J/29 *Maybe*, diesel inboard, race & cruise equipped, fast, easy to sail, beautiful. Great for Club and one-design racing, daysails, overnights, coastal trips. Small, easy-going charter group active year round. Sausalito berth. \$250/month, no equity buy-in. (415) 435-9922.

GOLDEN GATE. Half partnership, \$2,000. *Osprey* lives in San Rafael, ready to sail but needs a little TLC. Owner travels extensively, can't use boat as much as before. Pete Sears (415) 721-0720.

HAVE 1,250-FT DEEP DRAFT RIVER Frontage on Coquille River, Southern Oregon. 1 1/2 miles to ocean. Historic village. Booming area. Need partner to help develop into marine business. Outbuildings, living quarters, ways, in place. Call for details. Principals only. (541) 347-8128.

NOR'SEA 27. Famous pocket cruiser, beautifully equipped. SF berth. Exc. cond. AP, ProFurl, diesel, set-up for singlehanded. Let's trailer cruise to the Delta, San Juans or Mexico! 1/3 interest for \$13,150 & \$150/month or 1/4 for less. (415) 851-3056.

50-FT CUTTER, 1/4 equity Partnership, bristol condition, well equipped offshore boat or great overnight Bay boat, with classic lines. Join well-established partnership & enjoy exploring the many shores of Northern California. (415) 552-6954; fax (415) 552-4971.

TARTAN 30. 25% equity partnership in a great Bay and coastal cruising boat. SF West Marina, upwind slip. Radar, GPS, Loran, autopilot, dinghy, extra sails and much more. (Over \$23,000 in upgrades have been added.) \$6,500. (707) 255-3368 eves.

1/2 EQUITY PARTNERSHIP IN TARTAN 27. Atomic 4, furling jib, dodger. Well equipped, well kept strong sailboat. Bottom paint and survey in March '96. Located in Coyote Point Marina. \$4,000 and \$75 per month. Mike (415) 324-1433.

A FEW GOOD SAILORS . . . to share my lovely Cal 29. Diesel. Inexpensive and flexible arrangement. A tough little cruiser. Mike (415) 421-2064.

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EXCHANGE YOUR SAILBOAT for our Carmel cottage for four weeks in July or August. Boat to go to Tinsley Island. Call — let's explore possibility. Boat must be at least 36, excellent condition. Call Beth (510) 658-5855.

LAKEFRONT CABIN. Insulated knotty pine living room/kitchen, bedroom, loft, basement, bath, deep well & septic. One acre+. Asking \$49,500. Also cabin for \$39,900 on 2 acre+. Trade for 32'+ fiberglass cruising sailboat. Will deal. (207) 924-3722 or RR1, Box 998, Dexter, Maine 04930.

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BERTHS & SLIPS

36-FT SLIP PIER 39, (39 yrs), 13 ft beam near Fisherman's Wharf in San Francisco, midway on C dock. \$14,000. Ray (360) 647-6942.

WANTED

WANTED: 31-40-FT high quality solid glass blue water cruiser. Cash buyer seeks motivated seller. Prefer West Coast. All considered. Needing some work; OK. No brokers please. Contact: Skipper, P.O. Box 2905, Sausalito, CA 94966.

WANTED: CRUISING TRIMARAN lying Mediterranean, in good condition. Prefer Brown Searunner, but will consider any tri 28'-40'. Phone (510) 843-4512 or write 1835 Virginia St., Berkeley, CA 94703.

WANTED: KAYAKS & EL TOROS. Call (707) 279-4329.

WANTED: MONTGOMERY 23. Sound condition (no rebuild projects), reasonable price. Call (410) 867-1896.

WANTED: TRAILER & LIFERAFT suitable for Merit 25. Sailing double-handed in 1996 Pacific Cup. Need to rent or borrow for July. Will consider repacking liferaft in payment. J-24 trailer will work fine. Caroline or John (415) 965-8544.

PORTABOAT. Please call George Pietro at (707) 884-3653.

HANK-ON ROLLER FURLER FOR JIBS of 400 to 500 sq. ft. 406 EPIRB, Roll-up inflatable dinghy, 8 hp-10 hp Evinrude/Johnson outboard. (408) 243-1888.

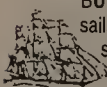
CAPE DORY 27. In any condition, from "perfectly maintained" to "well it floats!". If you don't own one yourself, but know of one, for sale or not, I would appreciate any leads. Jeff (510)-339-0410.

SIGNET LOG MODEL 29, circa early 70s, also knotmeter, wind direction and wind speed. Signet no longer has parts for these, can you help me? Carey Johnston-Crane, Yacht *Dazler*, 220 Hendricks Isle, Ft. Lauderdale, FL 33301 (954) 523-1931.

DON'T SINK IT. WANTED: OLDER INTACT boat with character. 28-45 foot range. Does not have to be seaworthy, but must have liveaboard potential. (707) 484-3356 or leave # on beeper (503) 734-1446.

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WANTED: EQUIVALENT OK! PAY CASH! Radar: 20/40XX Raytheon. Sonar: Interphase Probe. Radio: SGC2000. HAM, SG230 antenna tuner, TNCInterface, & Intercom Hailer. Nav: Garmin 45 GPS, fixed GPS, "The Capt'n" software. Autopilot: Robertson APX348, 406 EPIRB. Inverter: Heart 2500 watt + Link 2000. Watermaker: 200-400 GPD & Pur Survivor 06. Dinghy: Avon type with o/b. Autoprop: 18", 3-blade, feathering. Lifesling. Liferaft: 6-man. Sea Anchor and/or Drogue, Plastic sextant, boom vang-rigid, Bosun's chair, Marine shotgun. Don Davis (510) 935-1149.

USED GEAR

DACRON MAIN AND DACRON #3 JIB. Good condition. Worn out suit of Kevlar sails (very cheap). All approx 35' luff. 155% dacron genoa, approx 40' luff. Funky 38' racing rig and other boat stuff. All for sale. Tony (415) 292-0741.

SOLAR PANELS. 1' x 4' Arco M52, alum framed. For charging batteries. Good condition. \$150. (415) 591-4087.

6 CYL CHRYSLER CROWN. Running takeout, good manifold, 3:1 reduction. \$500 obo. (415) 495-0869.

BRASS PROFESSIONAL PLATH SEXTANT. Never used. \$600. Richie brass pelorus. \$150. (408) 288-8587.

MONITOR WINDVANE. New condition, never used. \$1,900 with spares. Perkins 4-107 engine, runs well w/ Borg Warner 2:1 transmission, complete. \$1,500. Homelite 3 KW air cooled diesel generator, \$800. 50' Isomat mast for boat about 34'. No spreaders, but set up for double spreader rig. Excellent condition. \$800. North jib, 38' luff x 19' LP, \$300. (415) 331-9822.

WINCHES: #28, 2-speed, Crown/Barent, stainless, \$625/pr. Small reel winch, \$10. (510) 232-9965.

10-FT ACHILLES W/ HARD TRANSOM, floorboards, thwart seat & pump, \$700. 10' Avon w/ motor mount, thwart seat & pump, \$400. Main & mizzen from CT 35' ketch, \$150 each. Wanted: 75w solar panels w/ controller, HD sewing machine, LG windsurfer, 650w or larger Honda generator. Kirby (408) 446-9363.

EVINRUDE OUTBOARD MOTOR. 4 hp long shaft, external fuel tank, 1995 model #E4RLEO. New, never used, \$800 firm. (510) 836-1467.

ORIGO 6000 NON-PRESSURIZED DOUBLE BURNER alcohol gourmet stove with oven, potholders, wood cutting board, gimbaled. Approx 22x 20 x 12". Excellent condition, \$650. Two Lewmar 402-speed non-self-tailing winches, \$250 each. (916) 878-8027.

AUTOHELM 3000. In box, like new, \$500 (1/2 price). Bay blaster sail (Sutter), never used, \$350. (408) 475-4883.

SSB/HAM MARINE RADIO, 150 watts. 5 yr factory warranty, new (factory fresh). Radio has remote head, 644 pre-programmed frequencies, 100 user programmable, telex, we fax, built in USA. Outstanding - best buy from Practical Sailor. \$1,450. Matching tuner also available. Call (206) 451-7413.

SAILBOAT TRAILER. Heavy duty, tandem axle up to 30' boat toolbox and spare tire. \$1,900. (707) 643-8989. Ask for Jim.

BMW 7 HP DIESEL. One cylinder w/ trans, shaft, strut & folding prop. Make an offer! Call (415) 593-5449.

1996 PERKINS PRIMA 50 with only 2 hours Half price at \$6,900. Call for details SWYS (619) 224-4102.

GIVEAWAY PRICES. 30' cabin cruiser, twin engines, 1962 model, only \$1,900. Alaskan 30' fishing boat, diesel engine, \$2,900. 36' Captain's Gig, diesel engine, \$2,900. These are all project boats that I can't finish. Pat (916) 338-3633.

WINDLASS - MANUAL LOFRANS "ROYAL" Model. Horizontal gypsy and drum. Seen on world cruisers everywhere. First \$200 takes it. Also cushions from Tartan 37, free for picking up. (510) 865-6729.

COLD PLATES: Freezer 10w-24h-3d & 13w-21.5h-3d by Technicold, refrigerator 16w-14.5h-3d by Crosby, all in good condition. Engine drive compressor available. H (510) 522-3685 or B (408) 756-1661.

J/24 MAIN. 7.5 dacron, 1 reef, radial corners, window, 5/16 slugs, 27.7 luff, 29.8 leech, 9.5 foot. North Sail rated 8/10 by Rudigers Sails. Priced to sell quick, \$600. Kevin (916) 244-2127.

GPS, Trimble Ensign with carrying case. Highest quality navigational instrument. Used only once prior to selling boat. Precise and easy to operate. Comes with instructional book and video. Asking \$575 obo. Roy (415) 386-8608.

USED BOAT STUFF: masts, booms, sails, rigging, winches, cleats, blocks, anchors, chain, line, sextants, gauges, deck hardware, outboard motors, heat exchangers, through-hull fittings, exhaust manifolds/mufflers, electronics, bow-stern pulpits, swim platforms, stoves, sinks, portholes, vents, diesel heaters, 12 volt fridges. Much, much more! Call (415) 332-3774.

27HPFARYMANN, recent rebuild, \$1,200. Atomic Four needs rebuild, \$700. 8' f/g dink, \$200. Force 10 kerosene cabin heater with tank, \$100. Three stainless tanks, 20, 30 and 60 gal, \$150 each. Jim, Pager (510) 639-9525.

BABA 35 USED GEAR: Radar reflector, \$25. Boom brake, \$100. Battery charger, \$50. Interior cushions, \$75. Dodger, \$175. Boomgallows, \$300. Sea Snub, \$45. Misc. Fluorescent lights, \$25. Paul Braschi (415) 509-1332.

HILLERANGE CNG STOVE W/ OVEN, 2 CNG tanks, regulator and hose, \$275. (415) 872-3627.

CONTAINER WORKSHOP. Currently set-up as (successful) marine canvas/upholstery business. Includes 26' insulated container (on wheels) with electricity (5 outlets), lighting, shelves, desk, phone outlets, canvas awning, canvas entrance 'wall' with zip-up door and lockable exterior roll-up door. A complete transportable shop, suitable for many applications and uses for only \$3,500. All sewing equipment and supplies, including industrial machine with work table, tools, hardware, and limited inventory offered for sale separately, or included with workshop at additional cost. For further info please call (415) 332-9231.

YANMAR 3QM30 USED ENGINE PARTS/ TRANSMISSION, best offer; new Guest man o/b light \$50; brass trawler lamp \$10; Baja fuel filter \$40; 2 REI shorty wetsuits, S/M, like new \$30 ea.; (408) 654-7186 days, (408) 286-8024 eves.

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BOAT OR REMOTE CADIN, MULTI-FUEL HEATERS. 15-42,000 BTUs. Hot air or water. 7 models, \$899 ea. Includes control box and wiring harness. fuel pump and filter (with 24 volt models). Call for info, accessories available. (707) 447-3109 evenings.

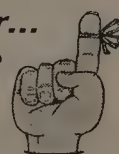
BOAT SHOW EXHIBITORS: 16' mast fully rigged on 4x8 steel reinforced carpeted platform. Easy set-up and takedown. Great for display of mast related products. Offer. (415) 398-4274.

SEXTANT. Cassens & Plath horizon sextant, fullview mirror, black, 4x40 telescope, mahogany case, new 4/92, stored unused since then. Pristine instrument at half price. \$600 firm. Mike (415) 323-3073 eves.

BOAT, TRAILER, OUTBOARD MOTOR, 16' fishing boat with built-in CAB. 35 hp Johnson outboard motor and trailer, \$650 obo. 16' fiberglass fishing/rowboat with open hull, \$300 obo. Mike (510) 792-1120.

SHIPMATE KEROSENE STOVE. Two burners with oven. Comes with two extra new burners and filters. \$350. (408) 625-0442.

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CLUB NAUTIQUE MEMBERSHIP for sale. Valued at \$2,950, Asking \$2,000 obo. Call (415) 359-7222.

CLUB NAUTIQUE SINGLE UNLIMITED membership. \$2,500. Please leave message (510) 417-4006.

CLUB NAUTIQUE UNLIMITED INDIVIDUAL membership. 1994 ASA sailing school of the year. Great instruction, beginners through advanced offshore. Social activities. Reciprocal privileges Ballena Bay Yacht Club. 41 boats berthed in Alameda & Sausalito. \$2,950 value, asking \$2,350. Doug (415) 347-4600.

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BARBARY COAST BOATING CLUB, Northern California's gay and lesbian boating club, now in its 14th year, with monthly meetings and water events. Sail and power boaters welcome. Boat ownership not a requirement. Call our voice mail at (415) 905-6267 for more details.

SEA SCOUTS IN BRISBANE need a Universal Atomic 4 w/ transmission to complete a previously donated Ericson 29. We have a 30 KW generator or small diesel marine engine as possible trade. Donation 501C (3) also available. Call (415) 574-2191.

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SINGLE SAILORS ASSOCIATION is growing. Join in the fun. Many opportunities to sail and learn. Beginners welcome. Our members enjoy cruising, racing, socials and other activities year-round. For information call: (510) 273-9763. Singles only, please.

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Also black vinyl and other mfg. available. Ablating paint, 50% copper, \$50/gal.

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WANTED 45 YRS+ FEMALE sailing soulmate. I'm older, handsome, trim, active, healthy, hardworking, Hawaii liveaboard (8yrs). 5'10", 180 lbs, blue eyes, graying blond/brown hair, owner of small well-equipped motorsailer. I sail, bicycle, motorcycle, jet ski, ski, jog, swim. I am experienced at yacht construction, business ownership, ocean racing and cruising. Like children, raised two, now 15 & 18. I refuse to settle for shoreside lifestyle or landlubber soulmate. Hello? Are you there? (808) 847-7775. Write with picture. Sam, Box 42, 4 Sand Island Rd., Honolulu, HI, 96819.

LIVING IN PARADISE but miss the cruising lifestyle! Youthful, healthy, slim, athletic European woman, 52. Spirited adventurer. Cultured, multilingual, multitasked. Positive, even tempered, "happy-go-lucky" creature by nature, romantic, pragmatic, resilient. Emotionally, mentally, and physically fit. Financially free. Wish to meet attractive, intelligent, audacious, slim and fit captain. Romantic, warm, attentive, humorous, happy man who loves life and laughter, to plan long-term stress-free cruising. Friendship, relationship with, even circumnavigation. Erica Abt, 104-A Wahikuli Rd., Lahaina, HI 96761. (808) 661-3568.

TRANSATLANTIC ADVENTURE, MAY 1ST. St. Thomas - Azores - Spain. 3 cabins available aboard 47' racing sailboat. \$115 per day. Professional charter boat's eighth crossing. A life experience for seasoned sailors. Call (809) 690-3181 or fax *S/V Kiss Curl* at (809) 776-4468 or 3074. Also charter in Mediterranean available.

SAILING NETWORK. Boat, no crew? Crew, no boat? Sailing Network puts it together for social sailing on San Francisco Bay. Meeting: Friday, April 5th, Metropolitan Yacht Club, 6pm social, 7pm meeting. Meeting: May 5th (Opening Day), Oakland Yacht Club, 8am meeting, 9am daysail, 2pm social raft-up party. Call (510) 226-6972 for information and what is needed for the daysail.

WANT TO CREW ON A RACING BOAT. Wish to crew in San Francisco Bay and coastal races. Many years of experience in Southern California and San Francisco area races, primarily foredeck and tactical assistance. John (707) 645-1701.

MODERATELY EXPERIENCED SAILOR. Dependable, easy-going, wants to crew to Hawaii. 45 male, physically, mentally, spiritually fit. Self-employed consultant. For sailing resume call Gregory at (415) 752-1157. You will save good sleep off your watch.

CREW WANTED: MALE/FEMALE crew for cruise around French Polynesia & further. Fast modern 56' yacht leaving from Honolulu end April. Very experienced NZ skipper. Yacht has large tender suitable for diving, water skiing and sightseeing. Share expenses. Ph/fax (808) 834-4044.

WANNA DO IT AGAIN. Sailed all the oceans. Ready to go again. Experienced 35 yr. old woman seeks boat to the tropics. Maybe forever. Can no longer exist in urban 9 to 5. Likes reading, writing, exploring, dancing, 3rd world markets, and night watches. Good on deck. Write to: JDB, PO Box 864 San Anselmo, CA 94979.

SAN DIEGO TO HOUSTON. Wanted: expense-sharing crew to sail a beautiful 65 steel cutter from San Diego to Houston in April or May '96. Call (713) 482-1790 for cost and itinerary.

PACIFIC CUP CREWMAN AVAILABLE. Willing to contribute more than just a great attitude and strong sailing experience. I'll cover my own provisions plus \$1,000 towards sails, gear, whatever. SWM, 3, 6' 185 lb, non-smoker. Many years Bay racing experience. Mark (801) 363-8622.

PROPERTY SALE / RENT

LAKE TAHOE CONDO FOR RENT; Incline Village. Very comfortable, nicely furnished, clean. Sleeps five in one bedroom (queen) and large loft (king and twin). Fully equipped, cable, fireplace. \$90/night, \$540/week, monthly and long-term negotiable. (415) 872-3627.

YACHTER'S HEAVEN: Triple finger dock, water's edge home. Lots of glass, new burnished oak floors throughout. New kitchen tile, D/W, self-cleaning oven, W/S, osmosis, Inst-Hot. Two full freshly tiled baths upstairs, 1/2 bath downstairs off huge family room. Laundry & loads of storage with central vac, intercom & attached workshop. Decking around house leads to new in-law unit: living room, bedroom, kitchen & bath with laundry area. 34' garage below with carport behind. Park-like yard, many mature trees & underground utilities. \$435,000. Agent: Dee (510) 684-2276.

MENDOCINO RIVER RETREAT. Mountain lodge style home needs completion but very comfortable. 42+ acres bordering government lands. Private sandy beach on river, 2 hours from SF Bay in Mendocino County. Owner can finance and will consider some trades. Sell all (\$260,000) or partnership (\$85,000) — or make offer. Roger Perry (415) 331-5251.

JOBS WANTED

DELIVERY SKIPPER. Experienced Indian, Atlantic, Pacific Oceans. Canal transit in 1994. 25,000 sea miles. Excellent working knowledge of all boat systems. Maintenance and repairs performed diligently and skillfully. Very reliable with good references. Available at short notice. Call Peter (415) 369-9636.

EXPERIENCED WOODWORKER AVAILABLE for all types of boat repairs. Hatches, windows, doors repaired or replaced. Leaky cabins and decks sealed. Wood hull and deck surfaces renewed and varnished. Bottoms cleaned and coated. Some mechanical work. References. John Shinnick (415) 824-1278.

NAVAL RECONSTRUCTION & RESTORATION crew available, interested boats must be in Sausalito or willing to relocate there during project. Slips are available. Power or sail. (No prejudice here, but do prefer sail.) Wood, f/g, West or metal acceptable. References, also ongoing and past projects may be seen if necessary. Gary Travis (415) 332-7468.

SAILOR, HEALTHY, GOOD TEETH & MORALS. Addicted to sailing since 1990. I've sailed my Prindle 18.2 or Cross 26 on the Bay religiously since, taking time off whenever the wind warranted. Before my employer fired me he suggested I either seek professional help or seek employment related to sailing. I've decided on the latter, I'm an electrical technician by profession with a degree in English (taught for some years) and can draw anything well. Willing to learn. Karl @ (916) 722-9845.

JOB OPPORTUNITIES

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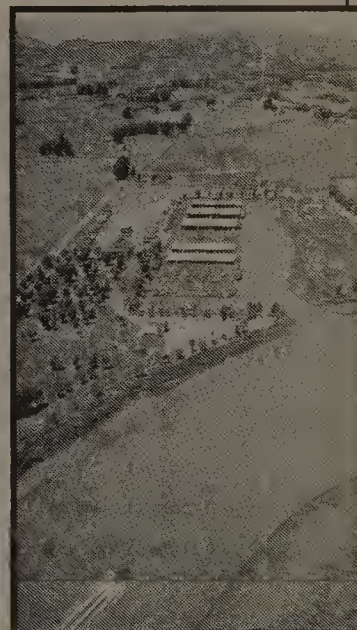
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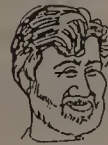
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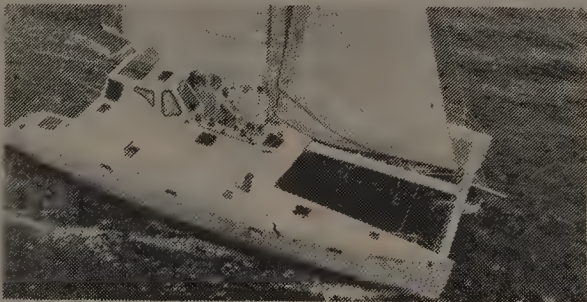
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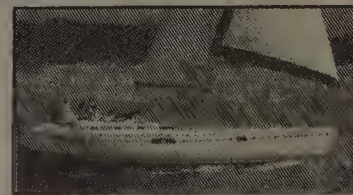
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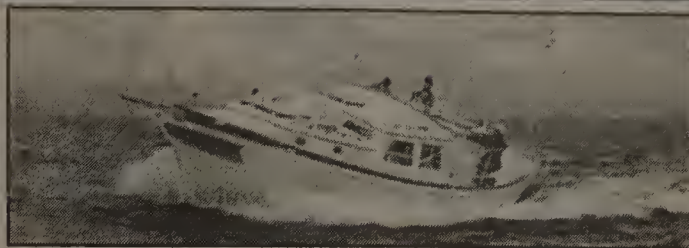
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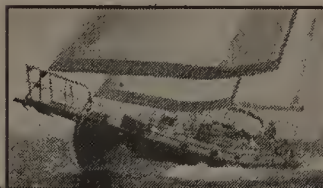
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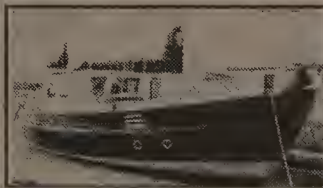
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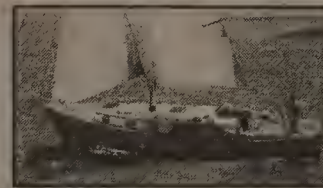
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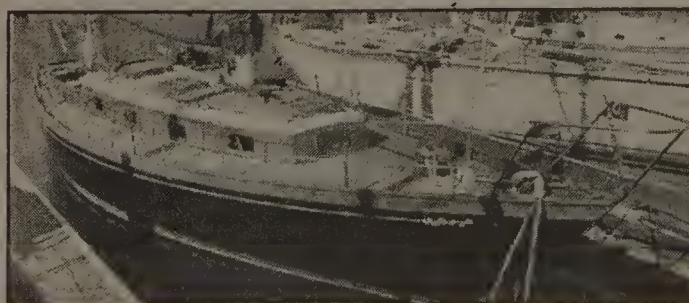
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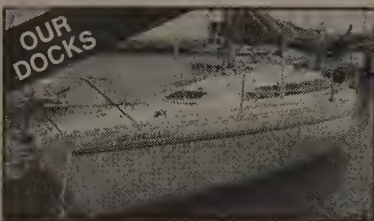
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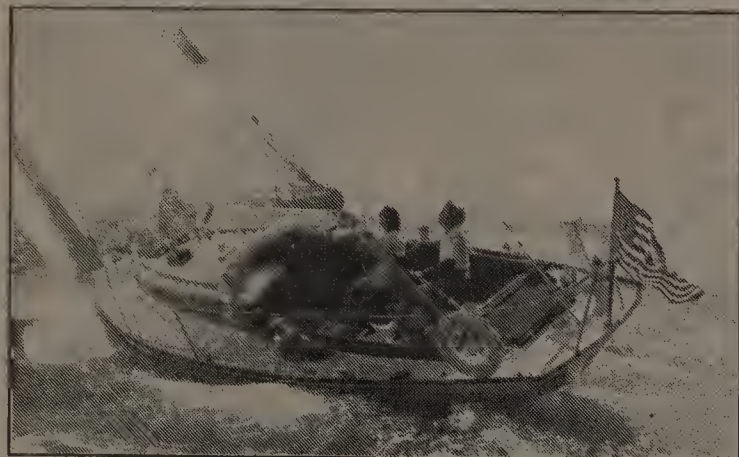


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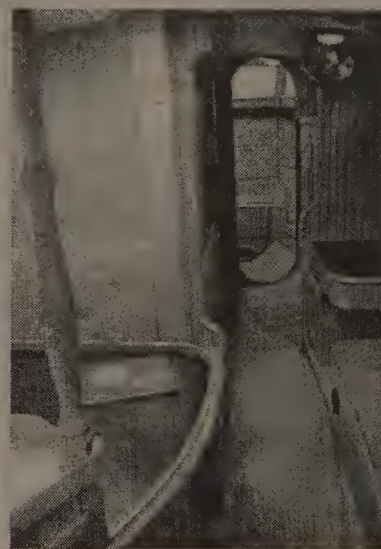
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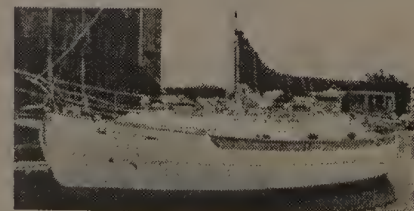
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45' FREEDOM, 1989

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Sloop rigged, roller furling jib, refrigeration, wind, depth, speed, VHF, stereo, owner's aft stateroom, teak-holly sole, all lines led aft, self-tailing winches. Lightly used, well maintained by original owners.

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39' O'DAY/JEANNEAU, 1984

Sloop rigged, roller furling jib, 7 winches, spinnaker, drifter, 3-stateroom layout, 2 heads w/showers, spacious cockpit. Original owner, superb condition throughout.

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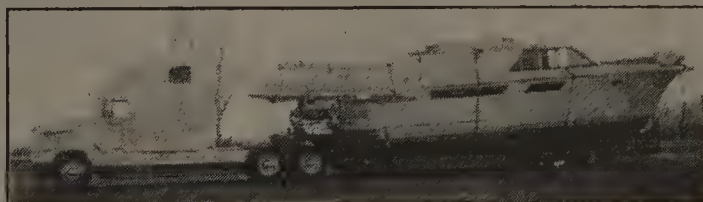
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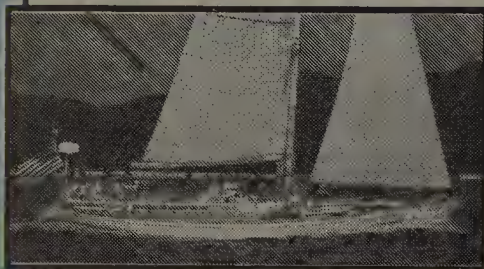
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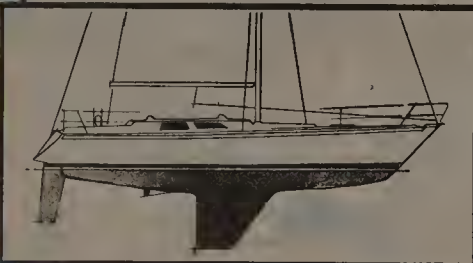
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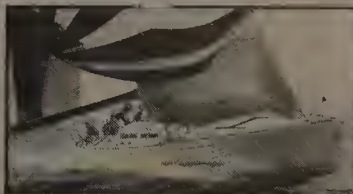
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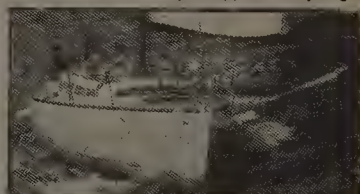
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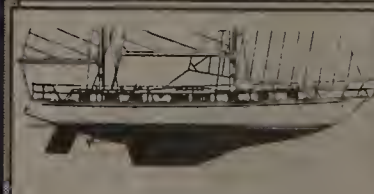


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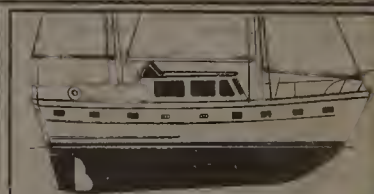


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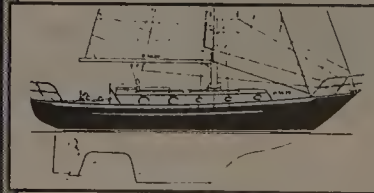
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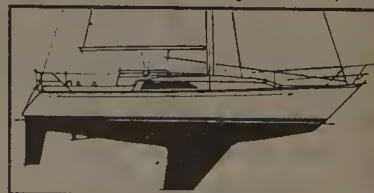
50' GULFSTAR, 1981
Cruise equipped. \$150,000.



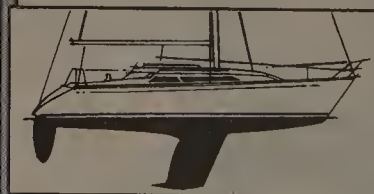
46' ISLAND TRADER M/S, 1981-87
Liveaboard/world cruiser. Ketch rig. 2 from \$115,000.



37' CREALOCK, 1979
TransPac winner, performance cruiser.



35' C&C, 1974
13 sails & winches. Very clean. \$34,500.

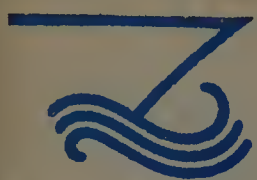


34' C&C, 1980
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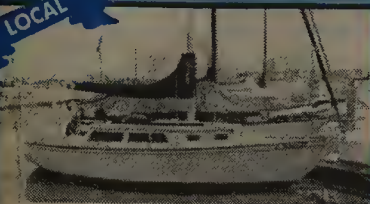
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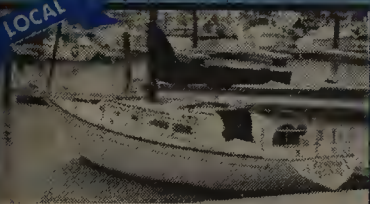
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46' DEVRIES STEEL CUTTER

In Bristol yacht condition. New radar, GPS, furling, double in master. Offered at \$139,500.

LOCAL



36' ISLANDER, '73

Spinnaker gear, Perkins 4-108, roller furling, dodger. Asking \$36,000.

REDUCED



32' MORGAN, 1982

Bristol! Diesel, dodger, roller furling, nice galley. Really clean. \$39,000.

OUR DOCK



49' CT 3 STATEROOM CUTTER, '86

Charter or cruise. Windvane, liferaft, wind gen, SSB, Furuno radar GPS. **REDUCED!**

OUR DOCK

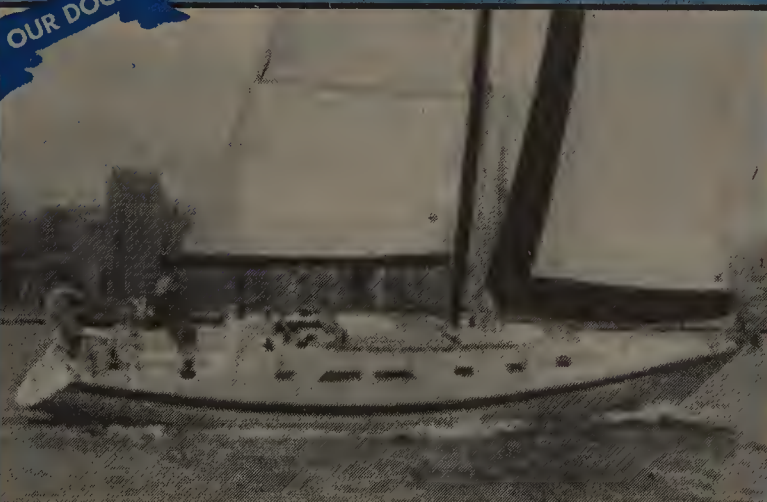


44' MASON CRUISING CUTTER, '86

GPS, SSB, Autopilot, radar, B&G, dodger, Avon liferaft. Owner's double, guest double. 4 kw generator, Technautics refrigeration. Cruise equipped. Ready to go!

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OUR DOCK



38' ERICSON CUTTER, '90.

SHOWS NEW!

Roller furling, European interior, inverter, Sausalito berth.

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OUR DOCK



41' ISLANDER

Freeport center cockpit. '77. Owners queen + V forward. Fantastic liveaboard. Sausalito berth. \$69,900.

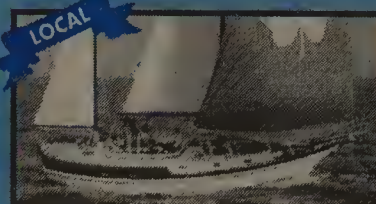
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39' PILOTHOUSE MOTORSAILER BY LANDFALL

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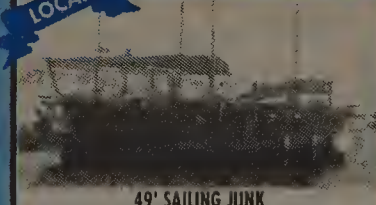
LOCAL



42' VAGABOND/WESTWIND, '86

Center cockpit, 3 stateroom/queen, alum. spars, mod. full keel, Avon & raft. \$128,000.

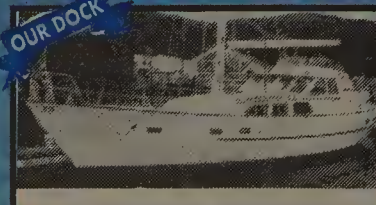
LOCAL



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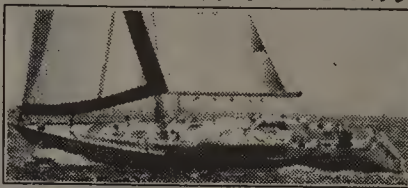
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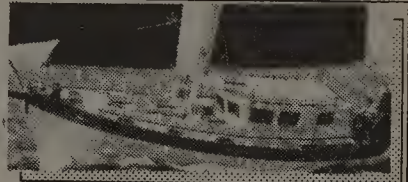
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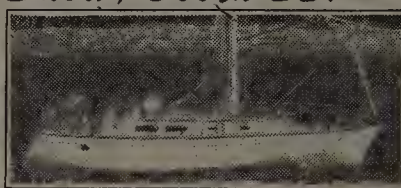


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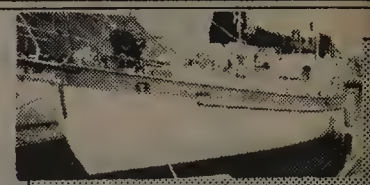
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1987 38' HC Trad. - Perf. Cruiser
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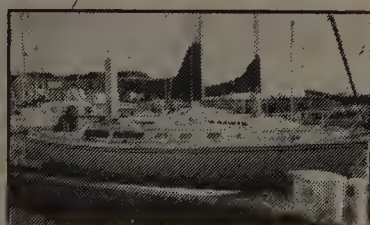
37' HUNTER. This 37 Hunter is a great Bay and coastal cruiser!
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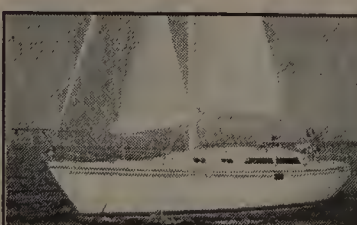
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35' ERICSON
Diesel, RF, excellent condition.



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Fun boat, lots of room, new bottom paint.



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Performance crsg in comfort & style



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Excellent condition, loaded w/ equip.

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34' Catalina, '89 \$54,900
33' Hans Christian, '86 \$109,500

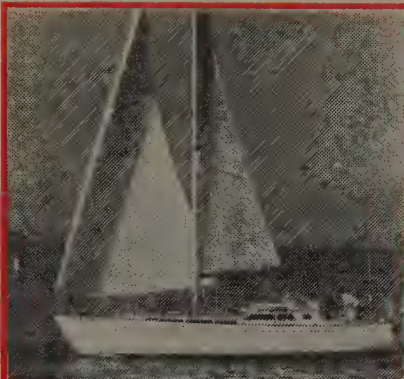
33' Hankinsen (custom) \$49,950
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32' Beneteau 32 R/C, '84 .. \$39,900
30' Pearson, '77 \$14,500
30' Ericson 30+, '85 \$25,500
30' O'Day, '78 \$19,950
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28' Islndr Bahama, '83 .. \$21,900
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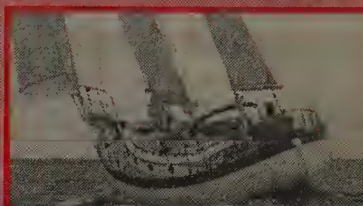
40' CHEOY LEE MIDSHIPMAN. Roomy center cockpit ketch. Beautiful teak decks and spars. Perkins dsl. Reduced to \$69,500.



37' HUNTER '88. Complete maintenance records, one owner, Yanmar diesel—low hours. Queen aft cabin. \$69,500.



36' ISLANDER. We have four available. If you're buying or selling an Islander, see the experts at ABC Yachts.



43' HANS CHRISTIAN, '80. Beautiful example of a full keel. Classic, beautiful woodwork. Perfect for liveaboard. Well maintained!! \$135,000 *sistership*



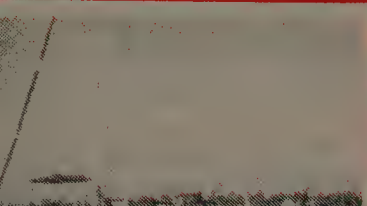
PEARSON 36.5. Completely refurbished. One owner boat, extensive list of new and rebuilt gear. Reduced to \$49,500.



FORCE 50, '78. Pilothouse ketch, 3 staterooms, spacious aft cabin, propane, refrig/freezer, great liveaboard or world cruiser—you choose. Asking \$129,000.



ERICSON 35, '80. Westerbeke diesel, very clean. All new rigging, spar & Harken furling. \$39,900.



54' ROBERTS STEEL KETCH, '83. No compromise 3 stateroom cruiser. Bright light look interior. Gleaming blue LPU hull. Teak decks. New engine, more. \$305,000.

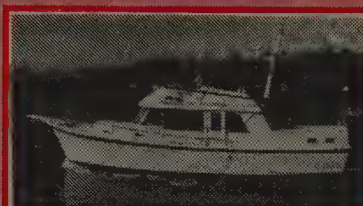
SELECTED CRUISING YACHTS

SAIL

LOD BUILDER	YR	PRICE	LOD BUILDER	YR	PRICE
54' ROBERTS STEEL	'75	\$305,000	37' O'DAY	'79	\$44,000
50' FORCE 50	'78	\$129,000	36.5' PEARSON	'80	\$49,500
49' CT	'86	\$219,000	36' COLUMBIA	'71	Let's talk
44' HARDEN	'78	\$119,000	36' ISLANDER	2 from	\$29,000
43' HANS CHRISTIAN	'80	\$135,000	36' WATKINS	'81	\$49,500
41' MORGAN	2 from	\$61,500	35' ERICSON	2 from	\$31,000
40' SWIFT SS	'80	\$115,000	35' NIAGARA	'81	\$67,000
39' WESTSAIL 11.8M		\$115,000	32' FUJI	'77	\$39,900
38' ENDEAVOUR	'84	Call	32' CHEOY LEE	2 from	\$19,900
38' CABO RICO	'78	\$79,000	30' CATALINA	'88	\$33,000
37' ENDEAVOUR	'77	\$54,000	30' CATALINA	'79	\$16,900
37' FISHER	2 from	\$80,000	28' ISLANDER	'78	\$19,000
37' HUNTER	'79	\$39,900	25' FISHER	'79	\$25,800
37' HUNTER LEGEND	'88	\$69,500			

POWER

LOD BUILDER	YR	PRICE
56' FELLOWS & STEWART		\$69,900
53' HATTERAS	'79	\$345,000
50' STEPHENS	'43	\$43,700
49' ALBIN TRAWLER	'80	\$145,000
48' CHRIS CRAFT	'85	\$210,000
46' CHRIS CRAFT	'64	\$69,000
44' LUHRS	'70	\$72,500
42' CHRIS CRAFT	'53	\$75,000
42' CHRIS CRAFT	'69	\$62,000
42' HATTERAS LR		\$189,000
42' PONDEROSA	'87	\$179,500
41' PRESIDENT FDMY	'81	\$95,000
32' UNIFLITE	'79	\$49,500



42' HATTERAS, '80. Perfectly maintained long range cruiser. Flush deck for exceptional room. Air conditioned. Twin Detroit 4-53 diesels. \$189,000.



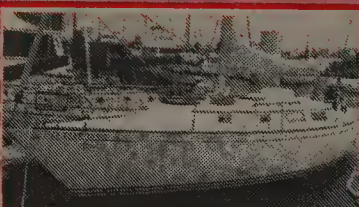
40' HERSHINE, '83. Very well maintained, well found double cabin trawler. 2 heads, full galley, pressure water, excellent liveaboard/cruiser. \$80,000 +.



SWIFT 40, '80. Sparkman & Stevens design. Bristol! Very solid offshore cruiser. \$115,000.



49' CT CUTTER, '86. Immaculate & well equipped cruising cutter, with recently installed electronics. Teak decks. Dodger/enclosure. \$219,000.



BRISTOL 35.5. Ted Hood racer/cruiser. Roller furling, refrig., AP, Westerbeke dsl., Cambi depth/knot/wind instrument. \$45,000.



38' CABO RICO, '79. Traditional full keel world cruiser. Exceptional quality and finish. \$79,000.



39' CAVALIER, '80. New Zealand-built, cruise equipped, beautiful Kauri wood interior. \$82,500.



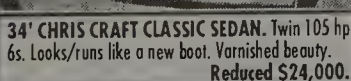
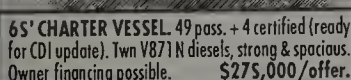
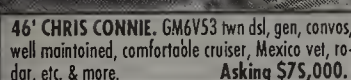
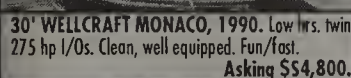
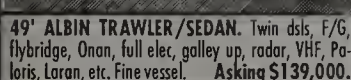
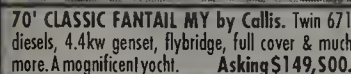
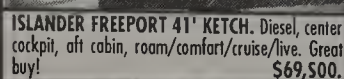
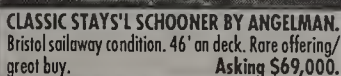
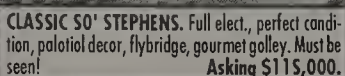
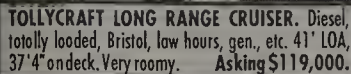
44' HARDIN, '78. Workmaker, racer, GPS, AP, SSB, SL electric windlass, 8-man liferaft. \$119,000.



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30' NEWPORT, 1/B, nice			65' WHEELER M/Y, '31 ...	119,000/obr
34' WELLS KETCH, dsl, tryk			110' CLASSIC CHARTERBOAT	
	POWER			
	19' ARENA CRAFT 1/O, trlr	4,500		
	20' SEA RAY AMBERJACK, w/135 O/B,			
	nice	Ask 17,500		
	23' SANGER Pickle Forc	16,000		
	24' BAYLINER Sbnrg, '88, 13.900/offers			
	24' REINELL coastal cruiser w/trailer.			
		10,500		
	24' REINELL CUODY, '95	18,900		

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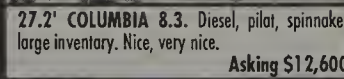
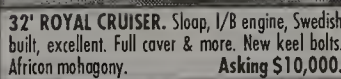
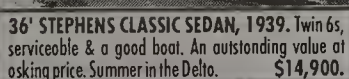


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Boat: _____ Owner: _____
Inspector: _____ Date: _____

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OK

COMMENTS

_____	Thru Hull	_____
_____	Bottom	_____
_____	Zincs	_____
_____	Prop	_____
_____	Shaft	_____
_____	Cutlass	_____
_____	Rudder	_____
_____	Keel Seam	_____
_____	Life Lines	_____
_____	Standing Rigging, Turnbuckle (at deck level)	_____



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